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# Second Annual Report

OF

## The Public Service Commission

OF THE

Commonwealth of Pennsylvania.

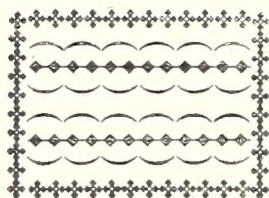
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July 1, 1914 to June 30, 1915

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HARRISBURG, PA.  
WM. STANLEY RAY, STATE PRINTER.  
1917



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## COMMISSIONERS

- (1) SAMUEL W. PENNYPACKER,
- (2) JOHN S. RILLING,
- (3) WILLIAM A. MAGEE,  
MILTON J. BRECHT,
- (4) JOHN MONAGHAN,
- (5) (*Vacancy*),
- (6) WILLIAM D. B. AINEY, *Chairman*.

*General Counsel,*  
FRANCIS SHUNK BROWN,  
*Attorney General of Penna'a., Ex-Officio.*

*Counsel,*  
WILLIAM N. TRINKLE.

*Assistant Counsel,*  
BERNE H. EVANS.

*Secretary,*  
ARCHIBALD B. MILLAR.

*Investigator of Accidents,*  
JOHN P. DOHONEY.

*Marshal,*  
GEORGE A. WOOD.

*Bureau of Engineering,*  
F. HERBERT SNOW, *Chief*.

*Bureau of Rates and Tariffs,*  
GEORGE P. WILSON, *Chief*.

*Bureau of Accounts and Statistics,*  
COLEMAN J. JOYCE, *Chief*.

(1) *Chairman to May 20, 1915.*

(2) *Succeeded S. LaRue Tone on May 20, 1915.*

(3) *Succeeded Emory R. Johnson on May 20, 1915.*

(4) *Succeeded Charles F. Wright on May 20, 1915.*

(5) *Frank M. Wallace was succeeded on May 20, 1915, by Edgar R. Kiess who did not qualify.*

(6) *Succeeded Walter H. Gaither on May 20, 1915.*



THE PUBLIC SERVICE COMMISSION  
OF THE  
COMMONWEALTH OF PENNSYLVANIA.

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Harrisburg, Pa., November 7, 1915.

To His Excellency,

The Honorable MARTIN G. BRUMBAUGH,

Governor of the Commonwealth of Pennsylvania.

SIR:

In compliance with the requirements of Section 48, Article VI, of the Act of Assembly creating the Public Service Commission of the Commonwealth of Pennsylvania, I have the honor to submit herewith the annual report of the Commission for the year ending June 30, 1915.

The report is subdivided under appendices in conformity to the various matters presented to the Commission for consideration, and these show in detail the many causes which have been prosecuted before it, to wit:

Appendix A.

Table of formal complaints filed with the Pennsylvania State Railroad Commission and undetermined by The Public Service Commission July 1, 1914.

Appendix B.

Table of formal complaints filed with the Public Service Commission and undetermined July 1, 1914.

Appendix C.

Table of formal complaints filed with the Public Service Commission July 1, 1914 to June 30, 1915.

Appendix D.

Digests of formal complaints determined by The Public Service Commission July 1, 1914 to June 30, 1915, arranged chronologically with respect to date of determination.

Appendix E.

Table of applications for the approval of municipal contracts pending and undetermined July 1, 1914.



## Appendix F.

Table of applications for the approval of municipal contracts filed during the year ending June 30, 1915.

## Appendix G.

Disposition by the Commission of applications for certificates of public convenience evidencing the approval of contracts between municipal corporations and public service companies during the year ending June 30, 1915.

## Appendix H.

Table of applications for the approval of incorporations, mergers, abolition of grade crossings, etc., pending and undetermined July 1, 1914.

## Appendix I.

Table of applications for the approval of incorporations, mergers, abolition of grade crossings, etc., filed during the year ending June 30, 1915.

## Appendix J.

Disposition of applications for the approval of incorporations, mergers, abolition of grade crossings, etc., during the year ending June 30, 1915.

## Appendix K.

Recapitulation of the abolition of grade crossings during the year ending June 30, 1915.

## Appendix L.

Facility crossings.

## Appendix M.

Synopsis of certificates of notification filed with the Public Service Commission by public service companies for the period July 1, 1914 to June 30, 1915.

## Appendix N.

Financial statement.

## Appendix O.

Report of the Investigator of Accidents for year ending June 30, 1915.

## Appendix P.

Report of the Bureau of Engineering for the year ending June 30, 1915.

## Appendix Q.

Report of the Bureau of Rates and Tariffs for the year ending June 30, 1915.

Respectfully submitted,

WILLIAM D. B. AINEY,

*Chairman.*

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# APPENDICES

## A

### TABLE OF FORMAL COMPLAINTS

FILED WITH THE

PENNSYLVANIA STATE RAILROAD COMMISSION

AND UNDETERMINED BY

THE PUBLIC SERVICE COMMISSION

OF THE

COMMONWEALTH OF PENNSYLVANIA

JULY 1, 1914.

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## A

TABLE OF FORMAL COMPLAINTS  
FILED WITH  
**THE PENNSYLVANIA STATE RAILROAD  
COMMISSION**

AND PENDING BEFORE  
**THE PUBLIC SERVICE COMMISSION**

JULY 1, 1914.

Complaint  
Docket No.

706.	U. J. Sheets, et al vs. Central District & Printing Tele- graph Company. Filed August 25, 1911.	Rate of business telephone in Jeannette.  Pending.
798.	W. S. Poorman, et al vs. The Bell Telephone Company of Pennsylvania. Filed January 19, 1912.	Discrimination in rental charges between certain professional and business men.  Pending.
802.	Borough of Shenandoah vs. Schuylkill Railways Company. Filed January 23, 1912.	Unsafe condition of bridge.  Closed December 15, 1914.
865.	William W. Powell, Jr. vs. Central District & Printing Tele- graph Company. Filed May 3, 1912.	Refusal to renew contract for telephone service except at increased rate.  Pending.
950.	Harry E. Bellis and Northwest Business Men's Association, et al vs. Philadelphia & Reading Railway Company, et al. Filed October 7, 1912.	Rate on anthracite coal into the city of Philadelphia.  Closed January 5, 1915.
952.	Pennsylvania Paraffine Works, et al vs. Pennsylvania Railroad Company Pennsylvania Company. Filed October 21, 1912.	Excessive rate on oil, Walford to Titus- ville  Closed June 1, 1915.
976.	Cornplanter Refining Company vs. Pennsylvania Railroad Company. Filed November 26, 1912.	Failure to furnish tank cars.  Pending.
1045.	James B. Pierce vs. Central District & Printing Tele- graph Company. Filed April 24, 1913.	Refusal to renew contract except at in- creased rates.  Pending.

Complaint  
Docket No.

- |       |   |   |
|-------|---|---|
| 1064. | Lake Transit Company<br>vs.<br>Lehigh Valley Railroad Company.<br>Filed May 7, 1913.        | Alleged discrimination in freight rates and<br>excessive freight charges.<br>Pending. |
| 1100. | William G. Blough<br>vs.<br>Baltimore & Ohio Railroad Com-<br>pany.<br>Filed July 25, 1913. | Refusal to deliver freight to Jerome, Pa.<br>Closed December 4, 1914.                 |

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**B**

**TABLE OF FORMAL COMPLAINTS**

**FILED WITH**

**THE PUBLIC SERVICE COMMISSION OF THE COM-  
MONWEALTH OF PENNSYLVANIA.**

**AND UNDETERMINED JULY 1, 1914.**

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## TABLE OF FORMAL COMPLAINTS

FILED WITH

THE PUBLIC SERVICE COMMISSION OF THE  
COMMONWEALTH OF PENNSYLVANIA

AND UNDETERMINED JULY 1, 1914.

Complaint  
Docket No.

- |   |   |
|---|---|
| <p>1. William P. Brenz<br/>vs.<br/>Pennsylvania Railroad Company.<br/>Filed July 31, 1913.</p>  | <p>Rate on building stone, Foxcroft to Philadelphia.<br/>Dismissed June 15, 1915.</p>   |
| <p>17. Mabel A. Purdy<br/>vs.<br/>Galeton-Eldred Water Company.<br/>Filed August 18, 1913.</p>  | <p>Regulations governing installation of service lines.<br/>Closed May 18, 1915.</p>  |
| <p>19. M. Callaghan<br/>vs.<br/>Springfield Consolidated Water Company.<br/>Filed August 20, 1913.</p>  | <p>Excessive rates for water.<br/>Pending.</p>  |
| <p>23. Edwin D. Stouffer<br/>vs.<br/>Chambersburg, Greencastle &amp; Waynesboro Street Railway Company.<br/>Filed September 3, 1913.</p>              | <p>Alleged excessive fare between Greencastle and Waynesboro.<br/>Closed July 23, 1914.</p>   |
| <p>45. Horace A. Keefer<br/>vs.<br/>The Bell Telephone Company of Pennsylvania,<br/>East Hanover Telephone Company.<br/>Filed September 24, 1913.</p> | <p>Refusal to furnish telephone service.<br/>Closed November 17, 1914.</p>  |
| <p>60. City of Reading<br/>vs.<br/>Philadelphia &amp; Reading Railway Company.<br/>Filed October 7, 1913.</p>   | <p>Petition for the elimination of certain grade crossings.<br/>Pending.</p>  |
| <p>66. Enoch T. Roberts, et al.<br/>vs.<br/>Philadelphia &amp; Reading Railway Company, et al.<br/>Filed September 13, 1913</p>                       | <p>Alleged excessive and discriminatory rate for transportation of coal from Lehigh District to Germantown and Chestnut Hill, Philadelphia.<br/>Closed January 5, 1915.</p> |
| <p>80. Doughten &amp; Son<br/>vs.<br/>Pennsylvania Railroad Company,<br/>Philadelphia &amp; Reading Railway Company.<br/>Filed November 18, 1913.</p> | <p>Excessive rate on stone, Conshohocken and West Conshohocken to Philadelphia.<br/>Pending.</p>  |

Complaint  
Docket No.

- |      |   |  |
|------|---|--|
| 83.  | William White, Jr.<br>vs.<br>The Bell Telephone Company of<br>Pennsylvania.<br>Filed November 21, 1913.               | Excessive rate for service.<br><br>Pending.  |
| 94.  | James B. Bonner<br>vs.<br>The Bell Telephone Company of<br>Pennsylvania.<br>Filed December 4, 1913.                   | Service and rates at Melrose.<br><br>Dismissed July 28, 1914.  |
| 99.  | The Carpenter Steel Company<br>vs.<br>Metropolitan Electric Company<br>Filed December 17, 1913.                       | Service and rates.<br><br>Closed November 17, 1914.  |
| 100. | Alfred R. Houck<br>vs.<br>Philadelphia & Reading Railway<br>Company.<br>Filed December 18, 1913.                      | Trespassing on tracks in Lebanon and<br>vicinity.<br><br>Pending.  |
| 110. | W. C. Fulton, et al.<br>vs.<br>Buffalo, Rochester & Pittsburgh<br>Railway Company.<br>Filed January 23, 1914.         | Alleged inadequate station facilities at<br>West Lebanon.<br><br>Dismissed July 7, 1914.                             |
| 111. | Chamber of Commerce of Pitts-<br>burgh<br>vs.<br>Central District Telephone Com-<br>pany.<br>Filed November 19, 1913. | Alleged unjust increase in rates for tele-<br>phone service.<br><br>Pending.   |
| 113. | George C. Gochnauer, et al.<br>vs.<br>Riverton Consolidated Water<br>Company.<br>Filed January 5, 1914.               | Alleged excessive rates.<br><br>Closed May 18, 1915.   |
| 115. | C. D. Greno, et al.<br>vs.<br>Pittsburgh, McKeesport & West-<br>moreland Railroad Company.<br>Filed January 6, 1914.  | Excessive rate of fare between Greens-<br>burg and Jeannette.<br><br>Dismissed September 2, 1914.                    |
| 116. | The New Jersey Zinc Company<br>vs.<br>Central Railroad Company of<br>New Jersey.<br>Filed January 8, 1914.            | Rate on coal from Lehigh and Wyoming<br>Regions to Hazard, Palmerton and Le-<br>high Gap.<br><br>Pending.            |
| 121. | Manufacturers Association of<br>Lancaster<br>vs.<br>Pennsylvania Railroad Com-<br>pany.<br>Filed January 16, 1914.    | Excessive rates for transportation of bi-<br>tuminous coal from Clearfield District<br>to Lancaster.<br><br>Pending. |
| 122. | Greenebaum Brothers & Co.<br>vs.<br>Pennsylvania Railroad Company.<br>Filed January 16, 1914.                         | Excessive commutation fare from Phila-<br>delphia to Coatesville.<br><br>Closed September 1, 1914.                   |

Complaint  
Docket No.

123. C. S. Goerlich and J. J. Shonk Alleged discriminatory rates.  
vs.  
Bethlehem City Water Company.  
Filed January 3, 1914. Dismissed July 23, 1914.
127. John M. Gray Defective meters.  
vs.  
Eastern Pennsylvania Light,  
Heat & Power Company.  
Filed January 17, 1914. Closed August 18, 1914.
130. Elias Sassaman Rate of fare, Allentown to Coopersburg  
vs.  
Lehigh Valley Transit Company.  
Filed January 19, 1914. Closed July 7, 1914.
134. Borough of Aliquippa Alleged inconvenient approaches to sta-  
vs. tion.  
Pittsburgh & Lake Erie Railroad  
Company,  
Aliquippa & Southern Railroad  
Company.  
Filed January 23, 1914. Pending.
141. James Thompson and M. A. Hanna & Company Alleged discriminatory rates.  
vs.  
Erie County Electric Company.  
Filed February 5, 1914. Closed August 19, 1914.
142. Elmer E. Jones Alleged inconvenient height of steps on  
vs. cars.  
Philadelphia & Western Railway  
Company.  
Filed February 6, 1914. Closed October 6, 1914.
145. D. O. Kerr Alleged inadequate passenger and freight  
vs. station facilities at Kingsville.  
Lake Erie, Franklin & Clarion  
Railroad Company.  
Filed February 27, 1914. Pending.
156. Slate Belt Telephone & Tele- Discriminatory rates and failure to com-  
graph Company. ply with General Order No. 2.  
vs.  
Blue Mountain Telephone & Tele-  
graph Company.  
Filed February 18, 1914. Closed January 8, 1915.
159. Germania Refining Company Alleged higher rate for a shorter than  
vs. for a longer haul and petition for repar-  
Pennsylvania Company, et al. ation.  
Filed February 28, 1914. Pending.
160. G. R. Hurd Alleged inadequate station facilities.  
vs.  
Buffalo & Susquehanna Railroad  
Company,  
New York & Pennsylvania Rail-  
road Company.  
Filed March 3, 1914. Pending.
161. William P. Brenz Alleged excessive rate on stone and claim  
vs. for reparation due to lack of notice as  
Philadelphia, Baltimore & Wash- to increase in rates.  
ington Railroad Company.  
Filed March 3, 1914. Dismissed June 15, 1915.



Complaint  
Docket No.

- |  |  |
|--|--|
| 162. Manufacturers Association of<br>York<br>vs.<br>Pennsylvania Railroad Company.<br>Filed March 4, 1914.   | Rates on bituminous coal from the Clear-<br>field District to York.<br><br>Pending.                    |
| 167. W. A. Edgar<br>vs.<br>New York, Susquehanna &<br>Western Railroad Company.<br>Filed March 10, 1914.   | Passenger train service between Plains,<br>Pa., and Pocono, Pa.<br><br>Closed July 21, 1914.           |
| 168. R. Hickson<br>vs.<br>Pennsylvania Lines West of<br>Pittsburgh.<br>Filed March 12, 1914.   | Lack of drinking water on trains.<br><br>Pending.  |
| 170. Residents of Borough of Consho-<br>hocken and vicinity<br>vs.<br>Springfield Consolidated Water<br>Company.<br>Filed March 18, 1914.                              | Alleged unreasonable rates.<br><br>Pending.  |
| 171. Borough of Schuylkill Haven<br>vs.<br>Schuylkill Haven Gas & Water<br>Company.<br>Filed March 19, 1914.   | Inadequate water supply.<br><br>Closed May 7, 1915.  |
| 172. Johnstown Telephone Company<br>vs.<br>Windber Telephone Company.<br>Filed March 19, 1914.   | Petition for interchange of service.<br><br>Withdrawn October 11, 1914.                                |
| 174. Borough of Lewistown<br>vs.<br>Penn Central Light & Power<br>Company.<br>Filed March 21, 1914.  | Alleged excessive and discriminatory rate<br>for electricity.<br><br>Dismissed November 16, 1914.      |
| 176. Whitehall Cement Manufactur-<br>ing Company<br>vs.<br>Philadelphia & Reading Railway<br>Company,<br>Lehigh Valley Railroad Com-<br>pany.<br>Filed March 25, 1914. | Alleged excessive rate on limestone, Ann-<br>ville to Cementon.<br><br>Dismissed November 5, 1914.     |
| 177. C. A. Jayne, et al.<br>vs.<br>Lehigh Valley Railroad Com-<br>pany.<br>Filed March 30, 1914.   | Petition for station facilities at Skinners<br>Eddy, Wyoming County.<br><br>Dismissed October 8, 1914. |
| 178. Clearfield Textile Company<br>vs.<br>Clearfield Water Company.<br>Filed March 31, 1914.   | Alleged excessive rates for water.<br><br>Dismissed December 17, 1914.                                 |
| 179. Clearfield Brewing Company<br>vs.<br>Clearfield Water Company.<br>Filed March 31, 1914.   | Alleged excessive rates for water<br><br>Withdrawn October 21, 1914.                                   |

Complaint  
Docket No.

- |   |  |
|---|--|
| 180. Clearfield Hotel Company<br>vs.<br>Clearfield Water Company.<br>Filed March 31, 1914.                        | Alleged excessive rates for water.<br><br>Withdrawn October 21, 1914.  |
| 181. David M. Beck<br>vs.<br>Susquehanna Township Water<br>Company.<br>Filed March 31, 1914.                      | Excessive rates and inadequate service.<br><br>Closed July 9, 1914.  |
| 182. A. M. Strayhorn, et al.<br>vs.<br>Philadelphia & Reading Railway<br>Company.<br>Filed April 1, 1914.         | Train service on Middle Creek Branch.<br><br>Pending.  |
| 183. Findlay Clay Pot Company<br>vs.<br>Baltimore & Ohio Railroad Com-<br>pany.<br>Filed April 2, 1914.           | Excessive rate for switching charge.<br><br>Closed September 17, 1914.   |
| 184. Mrs. Mary F. Grattan<br>vs.<br>The Hallstead Water Company.<br>Filed April 6, 1914.                          | Alleged excessive rates for water service.<br><br>Pending.   |
| 185. Borough of New Philadelphia<br>vs.<br>Eastern Pennsylvania Railways<br>Company.<br>Filed April 10, 1914.     | Alleged inadequate service between Potts-<br>ville and New Philadelphia.<br><br>Closed September 3, 1914.            |
| 187. Solon C. Thayer, et al.<br>vs.<br>Beaver Valley Water Company.<br>Filed April 22, 1914.                      | Rates and service.<br><br>Pending.   |
| 188. Solon C. Thayer, et al.<br>vs.<br>Beaver Valley Water Company.<br>Filed April 22, 1914.                      | Rates and service.<br><br>Pending.   |
| 189. J. E. Callahan, et al.<br>vs.<br>Erie Railroad Company.<br>Filed April 17, 1914.                             | Discontinuance of trains 219 and 220,<br>Greenville to Meadville.<br><br>Closed June 16, 1915.                       |
| 190. Robert W. Mehard, et al.<br>vs.<br>New Wilmington Water Supply<br>Company.<br>Filed April 23, 1914.          | Alleged unjust and unreasonable rates<br>for service.<br><br>Pending.  |
| 191. Bondholders of the Allegheny<br>Valley Water Company<br>vs.<br>Borough of Tarentum.<br>Filed April 23, 1914. | Alleged injustice to complainants by un-<br>fair competition in the matter of rates.<br><br>Dismissed April 9, 1915. |
| 192. Borough of Apollo.<br>vs.<br>Apollo Water Works Company.<br>Filed May 2, 1914.                               | Alleged excessive rates for water for fire<br>protection.<br><br>Pending.  |

Complaint  
Docket No.

- |        |  |  |
|--------|--|--|
| 193-1. | Aliquippa & Southern Railroad Company<br>vs.<br>Pittsburgh & Lake Erie Railroad Company.<br>Filed April 15, 1914.  | In re allowance to Short Line or Industrial Railroads.<br><br><br>Pending.             |
| 193-2. | Monongahela Connecting Railroad Company<br>vs.<br>Pittsburgh & Lake Erie Railroad Company,<br>Pennsylvania Railroad Company,<br>Baltimore & Ohio Railroad Company.<br>Filed April 8, 1914. | In re allowance to Short Line or Industrial Railroads.<br><br><br>Closed May 14, 1915. |
| 193-3. | National Tube Company<br>vs.<br>Baltimore & Ohio Railroad Company,<br>Pennsylvania Railroad Company,<br>Pittsburgh & Lake Erie Railroad Company.<br>Filed April 26, 1914.                  | In re allowance to Short Line or Industrial Railroads.<br><br><br>Pending.             |
| 193-4. | Carnegie Steel Company<br>vs.<br>Pennsylvania Railroad Company,<br>et al.<br>Filed April 25, 1914.   | In re allowance to Short Line or Industrial Railroads.<br><br><br>Pending.             |
| 193-5. | American Steel and Wire Company<br>vs.<br>Pennsylvania Railroad Company,<br>et al.<br>Filed April 25, 1914.  | In re allowance to Short Line or Industrial Railroads.<br><br><br>Pending.             |
| 193-6. | Universal Portland Cement Company<br>vs.<br>Pennsylvania Railroad Company,<br>et al.<br>Filed April 25, 1914.  | In re allowance to Short Line or Industrial Railroads.<br><br><br>Pending.             |
| 193-7. | Union Railroad Company<br>vs.<br>Baltimore & Ohio Railroad Company, et al.<br>Filed April 28, 1914.  | In re allowance to Short Line or Industrial Railroads.<br><br><br>Closed May 14, 1915. |
| 193-8. | Pittsburgh, Allegheny & McKees Rocks Railroad Company<br>vs.<br>Pittsburgh & Lake Erie Railroad Company, et al.<br>Filed April 30, 1914.   | In re allowance to Short Line or Industrial Railroads.<br><br><br>Pending.             |
| 193-9. | Eane & Elk Railroad Company<br>vs.<br>Baltimore & Ohio Railroad Company.<br>Filed April 30, 1914.  | In re allowance to Short Line or Industrial Railroads.<br><br><br>Pending.             |

Complaint  
Docket No.

- |  |   |
|--|---|
| 193-10. South Shore Railroad Company<br>vs.<br>Pittsburgh & Lake Erie Railroad Company,<br>Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company.<br>Filed April 30, 1914. | In re allowance to Short Line or Industrial Railroads.<br><br><br><br><br>Pending.                            |
| 193-11. Valley Railroad Company<br>vs.<br>Baltimore & Ohio Railroad Company, et al.<br>Filed May 9, 1914.  | In re allowance to Short Line or Industrial Railroads.<br><br><br>Pending.                                    |
| 193-12. Bethlehem Steel Company<br>vs.<br>Lehigh Valley Railroad Company<br>Philadelphia & Reading Railway Company.<br>Filed May 12, 1914.                                       | In re allowance to Short Line or Industrial Railroads.<br><br><br>Pending.                                    |
| 193-13. Northampton & Bath Railroad Company<br>vs.<br>Delaware, Lackawanna & Western Railroad Company,<br>Lehigh & New England Railroad Company.<br>Filed May 12, 1914.          | In re allowance to Short Line or Industrial Railroads.<br><br><br>Pending.                                    |
| 193-14. Cambria Steel Company<br>vs.<br>Pennsylvania Railroad Company,<br>Baltimore & Ohio Railroad Company.<br>Filed May 13, 1914.  | In re allowance to Short Line or Industrial Railroads.<br><br><br>Pending.                                    |
| 193-15. Pittsburgh & Allegheny River Railroad Company<br>vs.<br>Pennsylvania Railroad Company,<br>Baltimore & Ohio Railroad Company.<br>Filed May 22, 1914.                      | In re allowance to Short Line or Industrial Railroads.<br><br><br>Pending.                                    |
| 194. Pittsburgh Steel Company<br>vs.<br>Pennsylvania Railroad Company,<br>Pittsburgh & Lake Erie Railroad Company.<br>Filed March 10, 1914.                                      | Withdrawal of commodity rates on crude limestone to Monessen.<br><br>Pending.                                 |
| 195. Borough of Clifton Heights<br>vs.<br>Springfield Consolidated Water Company.<br>Filed January 26, 1914.   | In re service and rates.<br><br>Pending.  |
| 196. Borough of Morton<br>vs.<br>Springfield Consolidated Water Company.<br>Filed April 6, 1914.   | In re rates and service.<br><br>Pending.  |
| 197. Charles L. Dallas, et al.<br>vs.<br>Pennsylvania Railroad Company.<br>Filed April 8, 1914.  | Petition against the removal of station agent at Wolfsburg, Bedford County.<br><br>Dismissed October 6, 1914. |

Complaint  
Docket No.

- |  |  |
|--|--|
| 198. W. H. Farmer, et al.<br>vs.<br>Ohio Valley Passenger Railway<br>Company.<br>Filed April 23, 1914.   | Petition for the issuance of a commuta-<br>tion ticket from Industry to Vanport.<br><br>Closed August 4, 1914.                       |
| 199. West Reading Fire Company<br>No. 1<br>vs.<br>West Reading Water Company.<br>Filed April 29 1914.  | Alleged excessive rates charged for water<br>for sprinkling the streets of the bor-<br>ough.<br><br>Closed August 20, 1914.          |
| 200. Pennsylvania Utilities Company<br>vs.<br>Lehigh Navigation Electric Com-<br>pany.<br>Filed April 29, 1914.  | Alleged that respondent is unlawfully<br>engaging in business in territory served<br>by complainant.<br><br>Dismissed July 9, 1914.  |
| 202. John H. Risdon<br>vs.<br>Philadelphia Rapid Transit Com-<br>pany.<br>Filed May 8, 1914.   | In re service.<br><br>Pending.   |
| 203. Crawford & Bunce, et al.<br>vs.<br>Pennsylvania Railroad Company,<br>Pittsburgh, Cincinnati, Chicago<br>& St. Louis Railway Company,<br>Pennsylvania Company.<br>Baltimore & Ohio Railroad Com-<br>pany.<br>Filed May 13, 1914. | Excessive and unreasonable class rates on<br>fruit and produce from Pittsburgh to<br>various points in Pennsylvania.<br><br>Pending. |
| 205. John A. Ernst, et al.<br>vs.<br>Glenside Water Company.<br>Filed May 14, 1914.  | In re rates and service.<br><br>Closed February 9, 1915.   |
| 206. Boroughs of Shenandoah, Ash-<br>land, Girardville and Mahanoy<br>City<br>vs.<br>Schuylkill Railways Company.<br>Filed May 15, 1914.   | Alleged inadequate service and excessive<br>rates.<br><br>Pending.   |
| 208. American Window Glass Com-<br>pany.<br>vs.<br>Pennsylvania Railroad Company.<br>Filed April 29, 1914.   | Proposed increase in rates on coal from<br>Penn, Biddle, Irwin and Hahntown to<br>Jeannette.<br><br>Closed August 18, 1914.          |
| 209. High Grade Oil Company, In-<br>corporated<br>vs.<br>Baltimore & Ohio Railroad Com-<br>pany.<br>Filed May 5, 1914.   | Rate and routing of shipments of gaso-<br>line from Bruin to Kane.<br><br>Withdrawn August 8, 1914.                                  |
| 210. Birdsboro Stone Company<br>vs.<br>Philadelphia & Reading Railway<br>Company.<br>Filed May 19, 1914.   | Rates on stone, Trap Rock to Birdsboro.<br><br>Closed December 17, 1914.   |



Complaint  
Docket No.

211. Pennsylvania Rubber Company ; Advance in rates on coal from Penn  
vs. Station to Jeannette, effective June 1,  
Pennsylvania Railroad Company. 1914.  
Filed May 20, 1914. Closed August 18, 1914.
212. W. H. Kalbfleisch Alleged excessive rates and inferior qual-  
vs. ity of gas.  
Gettysburg Gas Company. Closed September 1, 1914.  
Filed May 20, 1914.
- 213-1. Industrial Traffic Association In re spotting rates.  
vs.  
Pennsylvania Railroad Company.  
Filed May 4, 1914. Pending.
- 213-2. Mount Union Refractories Com- In re spotting rates.  
pany  
vs.  
Pennsylvania Railroad Company.  
Filed May 12, 1914. Pending.
- 213-3. Harbison-Walker Refractories In re spotting rates.  
Company  
vs.  
Pennsylvania Railroad Company.  
Filed May 15, 1914. Pending.
- 213-4. Carnegie Steel Company In re spotting rates.  
vs.  
Erie Railroad Company,  
Pennsylvania Railroad Company,  
Pittsburgh & Lake Erie Railroad  
Company.  
Filed May 13, 1914. Pending.
- 213-5. Mount Union Silica Brick Com- In re spotting rates.  
pany  
vs.  
Pennsylvania Railroad Company.  
Filed May 15, 1914. Pending.
- 213-6. Hammermill Paper Company In re spotting rates.  
vs.  
Pennsylvania Railroad Company.  
Lake Shore & Michigan Southern  
Railway Company.  
Filed May 15, 1914. Pending.
- 213-7. Charles Warner Company In re spotting rates.  
vs.  
Pennsylvania Railroad Company.  
Filed May 16, 1914. Pending.
- 213-8. American Sheet & Tin Plate In re spotting rates.  
Company  
vs.  
Baltimore & Ohio Railroad Com-  
pany.  
Filed May 18, 1914. Pending.
- 213-9 Lockhart Iron & Steel Company In re spotting rates.  
vs.  
Pittsburgh & Lake Erie Railroad  
Company.  
Filed May 23, 1914. Pending.

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- 213-10. ~~McCarty-Marshall Construction~~ In re spotting rates.  
~~Company~~  
vs.  
Baltimore & Ohio Railroad Com-  
pany,  
Pittsburgh & Lake Erie Railroad  
Company.  
Filed May 19, 1914. Pending.
214. Keystone Coal & Coke Company In re rate on cannel coal, Clearfield to  
vs. Osterburg.  
Pennsylvania Railroad Company.  
Filed May 15, 1914. Dismissed July 21, 1914.
215. Cecelia H. Rivett Alleged failure of gas meter to register  
vs. correctly.  
Equitable Gas Company.  
Filed May 21, 1914. Dismissed July 9, 1914.
216. George M. Philips Alleged discrimination in refusing to at-  
vs. tach a coin box for use on long dis-  
The Bell Telephone Company of tance calls.  
Pennsylvania.  
Filed May 21, 1914. Withdrawn November 11, 1914.
217. R. T. Mogle Train service from Rossiter to Punxsu-  
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New York Central & Hudson  
River Railroad Company.  
Filed May 21, 1914. Dismissed July 9, 1914.
218. Westmoreland Specialty Com- Alleged unreasonable increase in rates on  
pany vs. coal from Biddle Station and Penn  
Pennsylvania Railroad Company. Siding to Grapeville.  
Filed May 22, 1914. Closed August 18, 1914.
219. Raymond A. Finney Alleged discrimination in refusing to fur-  
vs. nish service.  
C. D. Hazeltine Water Com-  
pany.  
Filed May 23, 1914. Closed March 4, 1915.
220. Charles E. Cowley Alleged inefficient spark arresters in use  
vs. on locomotives operated on Lizard  
Lehigh Valley Railroad Com- Creek Branch.  
pany.  
Filed May 27, 1914. Closed July 21, 1914.
221. Delaware River Steel Company Alleged improper demurrage charges.  
vs.  
Pennsylvania Railroad Company,  
Philadelphia, Baltimore & Wash-  
ington Railroad Company.  
Filed May 22, 1914. Pending.
222. D. M. Rodeffer In re rate between Norristown and Per-  
vs. kasie.  
Lehigh Valley Transit Company.  
Filed May 27, 1914. Closed September 16, 1914.
223. W. C. Musser Alleged excessive rate for fire plug.  
vs.  
Lewistown & Reedsville Water  
Company.  
Filed May 30, 1914. Withdrawn October 1, 1914.

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| <p>224. S. L. Hower<br/>vs.<br/>Reading Transit Company.<br/>Filed May 30, 1914.</p>   | <p>Regulation governing issuance of transfers in Lebanon.<br/><br/>Pending.</p>  |
| <p>225. Stroudsburg &amp; Bushkill Telephone Company<br/>vs.<br/>Pocono Telephone Company.<br/>Filed June 1, 1914.</p>   | <p>Alleged encroachment of right of way and construction of line without permission of the Commission.<br/><br/>Closed December 2, 1914.</p>                       |
| <p>226. Borough of Freemansburg<br/>vs.<br/>Freemansburg Street Railway Company.<br/>Filed June 3, 1914.</p>   | <p>Alleged violation of ordinance with respect to granting of transfers and exchanges.<br/><br/>Closed January 5, 1915.</p>  |
| <p>227. Pittsburgh Plate Glass Company<br/>vs.<br/>Pennsylvania Railroad Company.<br/>Filed June 10, 1914.</p>   | <p>Alleged unjust demurrage charge.<br/><br/>Decided April 6, 1915.</p>  |
| <p>228. Sun Company<br/>vs.<br/>Pennsylvania Railroad Company.<br/>Baltimore &amp; Ohio Railroad Company,<br/>Western Maryland Railway Company,<br/>New York Central and Hudson River Railroad Company.<br/>Filed June 1, 1914.</p>  | <p>Unjust advance in rates on coal destined within the capes.<br/><br/>Withdrawn June 3, 1915.</p>   |
| <p>229. Clarence Messersmith<br/>vs.<br/>Panther Valley Water Company.<br/>Filed June 3, 1914.</p>   | <p>Alleged inadequate service in the borough of Lansford, Carbon County.<br/><br/>Closed July 7, 1914.</p>   |
| <p>230. Dexter Portland Cement Company<br/>vs.<br/>Lehigh Valley Railroad Company,<br/>Central Railroad Company of New Jersey,<br/>Delaware, Lackawanna &amp; Western Railroad Company,<br/>Ironton Railroad Company,<br/>Lehigh &amp; New England Railroad Company,<br/>Bangor &amp; Portland Railroad Company,<br/>Filed June 9, 1914.</p> | <p>Alleged excessive and discriminatory rate of freight for the transportation of cement.<br/><br/><br/><br/><br/><br/><br/><br/><br/><br/>Pending.</p>            |
| <p>231. Read Machinery Company<br/>vs.<br/>Pennsylvania Railroad Company.<br/>Filed June 11, 1914.</p>   | <p>Unreasonable regulation requiring shippers of machinery and other classes of heavy freight to assist in loading same on cars.<br/>Closed February 17, 1915.</p> |
| <p>232. Spreckels Sugar Refining Company<br/>vs.<br/>Pennsylvania Railroad Company,<br/>et al.<br/>Filed June 16, 1914.</p>  | <p>Increase in rates on coal consigned to Philadelphia for harbor delivery.<br/><br/>Withdrawn June 3, 1915.</p>   |

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| <p>233. The Eddystone Manufacturing Company<br/>vs.<br/>Philadelphia &amp; Reading Railway Company,<br/>New York Central &amp; Hudson River Railroad Company.<br/>Filed June 16, 1914.</p> | <p>Increase in rates on coal consigned to Philadelphia for harbor delivery.</p> <p>Withdrawn June 4, 1915.</p>                              |
| <p>234. M. L. Ludwick<br/>vs.<br/>Dauphin County Gas Company.<br/>Filed June 16, 1914.</p>   | <p>Failure to secure service at residence in Penbrook.</p> <p>Withdrawn July 9, 1914.</p>   |
| <p>235. John Lang Paper Company<br/>vs.<br/>New York Central &amp; Hudson River Railroad Company.<br/>Filed June 17, 1914.</p>   | <p>Proposed increase in rate on coal consigned to Philadelphia for delivery at Port Richmond Coal Piers.</p> <p>Withdrawn June 3, 1915.</p> |
| <p>236. Association of Ice Cream Manufacturers of Pennsylvania<br/>vs.<br/>Adams Express Company, et al.<br/>Filed June 17, 1914.</p>  | <p>Alleged excessive rate for return of empties.</p> <p>Dismissed December 2, 1914.</p>   |
| <p>237. Joseph Cauffiel<br/>vs.<br/>Citizens' Light, Heat &amp; Power Company.<br/>Filed June 17, 1914.</p>  | <p>Alleged excessive minimum charges.</p> <p>Dismissed October 6, 1914.</p>   |
| <p>238. Borough of Turtle Creek<br/>vs.<br/>Pennsylvania Water Company.<br/>Filed June 17, 1914.</p>   | <p>Alleged excessive rate for water in public fountain.</p> <p>Dismissed July 9, 1914.</p>  |
| <p>239. Lewis Boyer, et al.<br/>vs.<br/>Pennsylvania Railroad Company, et al.<br/>Filed June 19, 1914.</p>   | <p>Proposed increase in rate on coal consigned to Philadelphia for harbor delivery.</p> <p>Withdrawn June 3, 1915.</p>                      |
| <p>240. Evan T. Whildin<br/>vs.<br/>Central Railroad Company of New Jersey.<br/>Filed June 19, 1914.</p>   | <p>Train connections at Tamaqua with trains of the Philadelphia &amp; Reading Railway Company.</p> <p>Closed September 16, 1914.</p>        |
| <p>241. John Korb<br/>vs.<br/>Sheffield &amp; Tionesta Railroad Company.<br/>Filed June 24, 1914.</p>  | <p>Rate on shipment of household goods from Tionesta to Warren.</p> <p>Closed September 12, 1914.</p>                                       |
| <p>242. Frank D. Geer<br/>vs.<br/>Cambria Inclined Plane Company.<br/>Filed June 26, 1914.</p>   | <p>Excessive rate for carriage of passengers and vehicles.</p> <p>Closed May 6, 1915.</p>   |
| <p>243. Health District of the Borough of Ellwood City<br/>vs.<br/>Pittsburgh, Harmony, Butler &amp; New Castle Railway Company.<br/>Filed June 27, 1914.</p>                              | <p>Failure to provide drinking water and toilet accommodations.</p> <p>Pending.</p>   |

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244. Ferneliffe Fishing Club  
vs.  
Pennsylvania Railroad Company.  
Filed June 29, 1914. Train service, Harrisburg to Benton.  
Closed March 2, 1915.
245. C. C. Fiscus  
vs.  
Philadelphia & Reading Railway  
Company.  
Filed June 29, 1914. Train service to and from Allentown.  
Dismissed November 19, 1914.
246. Edward G. Meter  
vs.  
Metropolitan Electric Company.  
Filed June 30, 1914. Excessive rates for electric current used  
for lighting and power purposes.  
Dismissed September 1, 1914.
254. John J. McEntee, et al.  
vs.  
Philadelphia & Reading Railway  
Company.  
Filed June 20, 1914. Praying for establishment of crossing  
over the tracks of the Philadelphia &  
Reading Railway Company at a point  
known as "Transfer Sheds"  
Closed October 8, 1914.





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TABLE OF FORMAL COMPLAINTS

FILED WITH

THE PUBLIC SERVICE COMMISSION OF THE COMMONWEALTH OF PENNSYLVANIA.

July 1, 1914, to June 30, 1915.

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## TABLE OF FORMAL COMPLAINTS

FILED WITH

THE PUBLIC SERVICE COMMISSION OF THE  
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| 247. Gomer Jones, et al.<br>vs.<br>Delaware, Lackawanna & Western<br>Railroad Company.<br>Filed July 1, 1914.                              | Alleged excessive rate of <b>passenger fare</b><br>from Taylor to Scranton.<br><br>Closed February 4, 1915.           |
| 248. John Lauer<br>vs.<br>Pennsylvania Utilities Company.<br>Filed July 1, 1914.   | Alleged excessive rate for electric current<br>used for lighting and power purposes.<br><br>Closed September 1, 1914. |
| 249. S. Herman Zook<br>vs.<br>West Kishacoquillas Turnpike Road<br>Company.<br>Filed July 4, 1914.   | Alleged excessive rates and poor condition<br>of road.<br><br>Closed October 20, 1914.                                |
| 250. Borough of East Conemaugh<br>vs.<br>Conemaugh & Franklin Water Com-<br>pany.<br>Filed July 9, 1914.                                   | In re rates and service.<br><br>Closed December 2, 1914.  |
| 251. Boroughs of Tinicum, Darby,<br>Glenolden and Eddystone<br>vs.<br>Springfield Consolidated Water Com-<br>pany.<br>Filed July 14, 1914. | In re rates and service.<br><br>Pending.  |
| 252. Buffalo, Rochester & Pittsburgh<br>Railway Company<br>vs.<br>Pennsylvania Company.<br>Filed July 16, 1914.                            | Petition for joint rates and through<br>routes on traffic interchanged at New<br>Castle.<br><br>Closed May 5, 1915.   |
| 253. Board of Trade of West Chester<br>vs.<br>Philadelphia Suburban Gas & Elec-<br>tric Company.<br>Filed July 17, 1914.                   | Alleged excessive and unreasonable rates<br>for light and power service.<br><br>Closed May 18, 1915.                  |
| 255. Charles M. Campbell, et al.<br>vs.<br>Juniata & Shavers Creek Telephone<br>Company.<br>Filed July 27, 1914.                           | Alleged exorbitant toll rates.<br><br>Closed July 31, 1914.   |

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| <p>256. M. L. Cooke, et al.<br/>vs.<br/>Philadelphia Electric Company.<br/>The Philadelphia Electric Company.<br/>Filed July 17, 1914.</p>      | <p>In re rates and service.<br/><br/>Pending.</p>  |
| <p>257. M. L. Hottenstein<br/>vs.<br/>The Bell Telephone Company of<br/>Pennsylvania.<br/>Filed July 20, 1914.</p>                              | <p>Alleged unfair and unjust charges for<br/>residence telephone.<br/><br/>Closed October 17, 1914.</p>                                      |
| <p>258. North Penn Washer Company<br/>vs.<br/>Philadelphia &amp; Reading Railway<br/>Company.<br/>Filed July 24, 1914.</p>                      | <p>Failure of respondent to construct siding<br/>in accordance with alleged agreement.<br/><br/>Closed August 5, 1914.</p>                   |
| <p>259. Edgar J. Sheehan<br/>vs.<br/>Citizens Light, Heat &amp; Power Com-<br/>pany.<br/>Filed July 31, 1914.</p>                               | <p>Alleged failure to furnish service.<br/><br/>Closed September 28, 1914.</p>   |
| <p>260. E. D. Sensenig<br/>vs.<br/>Lancaster &amp; York Furnace Street<br/>Railway Company.<br/>Filed August 3, 1914.</p>                       | <p>Alleged unsafe and dangerous condition of<br/>the respondent's roadbed and overhead<br/>equipment.<br/><br/>Pending.</p>                  |
| <p>261. City of Scranton<br/>vs.<br/>Central Railroad Company of New<br/>Jersey, et al.<br/>Filed August 1, 1914.</p>                           | <p>Petition for construction of a Union<br/>Station at Scranton.<br/><br/>Pending.</p>   |
| <p>262. Borough of Greensburg and John V.<br/>Stevenson and Rabe F. Marsh<br/>vs.<br/>Westmoreland Water Company.<br/>Filed August 4, 1914.</p> | <p>Alleged excessive and discriminatory rates<br/>for service and an inadequate and un-<br/>wholesome supply of water.<br/><br/>Pending.</p> |
| <p>263. G. G. Micks<br/>vs.<br/>The Bell Telephone Company of<br/>Pennsylvania.<br/>Filed July 20, 1914.</p>                                    | <p>Alleged refusal to furnish service except<br/>upon prepayment of one year's rental.<br/><br/>Dismissed September 3, 1914.</p>             |
| <p>264. Lehigh Valley Coal Company<br/>vs.<br/>The Bell Telephone Company of<br/>Pennsylvania.<br/>Filed July 31, 1914.</p>                     | <p>Alleged unjust increase in rates for<br/>service.<br/><br/>Closed March 5, 1915.</p>  |
| <p>265. W. E. Egli, et al.<br/>vs.<br/>Southern Pennsylvania Traction<br/>Company.<br/>Filed August 1, 1914.</p>                                | <p>Alleged excessive fares due to zone system<br/>of charges.<br/><br/>Closed September 1, 1914.</p>   |
| <p>266. S. E. Caswell, et al.<br/>vs.<br/>Philadelphia &amp; Reading Railway<br/>Company.<br/>Filed August 7, 1914.</p>                         | <p>Petition for stop at Corning of train No.<br/>44, from Allentown to Philadelphia.<br/><br/>Dismissed September 3, 1914.</p>               |



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| 267. Bache Hose Company<br>vs.<br>Buffalo & Susquehanna Railroad<br>Company and New York Central<br>& Hudson River Railroad Com-<br>pany.<br>Filed August 12, 1914. | Alleged unjust classification of a running<br>cart.<br><br>Closed January 15, 1915.  |
| 268. Crucible Steel Company of America<br>vs.<br>Pennsylvania Railroad Company.<br>Filed August 22, 1914.   | Demurrage regulations.<br><br>Dismissed April 8, 1915.   |
| 269. B. F. Smith<br>vs.<br>Adams Express Company.<br>Filed July 3, 1914.  | Alleging that the respondent is engaged in<br>the retail fish business to the detriment<br>of complainant.<br>Closed September 16, 1914.   |
| 270. Kelley Brothers Coal Company<br>vs.<br>The Bell Telephone Company of<br>Pennsylvania.<br>Filed August 20, 1914.  | Alleged excessive increase in rates for<br>service.<br><br>Closed March 5, 1915.   |
| 271. Borough of Mount Union, et al.<br>vs.<br>Mount Union Water Company.<br>Filed August 15, 1914.  | Alleged unreasonable increase in rates.<br><br>Pending.  |
| 272. Lee M. Byrne, et al.<br>vs.<br>Monongahela Railroad Company and<br>Pittsburg & Lake Erie Railroad<br>Company.<br>Filed August 17, 1914.                        | Petition for establishment of regular<br>freight and passenger service on line<br>running from Martin, Fayette County,<br>Pa., to a point in Monongalia County,<br>W. Va.<br>Closed November 17, 1914. |
| 273. Wyalusing Hay Company<br>vs.<br>Lehigh Valley Railroad Company.<br>Filed August 20, 1914.  | Alleged excessive rate on hay.<br><br>Closed January 28, 1915.   |
| 274. City of Scranton<br>vs.<br>Scranton Railways Company.<br>Filed August 24, 1914.  | Petition for the extension of service.<br><br>Closed May 20, 1915.   |
| 275. Fred H. Allen, et al.<br>vs.<br>Erie Railroad Company.<br>Filed August 25, 1914.   | Train service on Jefferson Division.<br><br>Pending.   |
| 276. The Good Shepherd Home<br>vs.<br>Lehigh Valley Light & Power<br>Company.<br>Filed August 25, 1914.   | Alleged excessive rate for power service.<br><br>Closed October 10, 1914.  |
| 277. Lawrenceville Bronze Company<br>vs.<br>Pennsylvania Railroad Company.<br>Filed August 28, 1914.  | Alleged excessive rate on shipment of<br>scrap copper from Woodlawn to Pitts-<br>burgh.<br>Closed December 7, 1914.  |
| 278. Borough of Halifax<br>vs.<br>Halifax Water Company.<br>Filed September 17, 1914.   | Alleged failure of respondent to furnish<br>an adequate supply of water.<br><br>Pending.   |

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| <p>279. Al. K. Thomas<br/>vs.<br/>Harrisburg Gas Company.<br/>Filed September 18, 1914.</p>   | <p>Alleged refusal to extend gas main to residence of complainant.<br/><br/>Closed January 20, 1915.</p>                            |
| <p>280. Residents of Pocopson Township,<br/>Chester County<br/>vs.<br/>Philadelphia &amp; Reading Railway<br/>Company, West Chester Street<br/>Railway Company, State High-<br/>way Department of Pennsylvania<br/>and County of Chester.<br/>Filed September 22, 1914.</p> | <p>Alleged dangerous grade crossing over public highway.<br/><br/><br/><br/><br/>Pending.</p>                                       |
| <p>281. Imboden Harrow &amp; Roller Company<br/>vs.<br/>Philadelphia &amp; Reading Railway<br/>Company.<br/>Filed September 22, 1914.</p>   | <p>Alleged inadequate freight station facilities.<br/><br/>Closed March 3, 1915.</p>  |
| <p>282. J. A. Larmore<br/>vs.<br/>West Grove Water Company.<br/>Filed September 24, 1914.</p>   | <p>Alleged interruptions of water service.<br/><br/>Pending.</p>  |
| <p>283. Norwich Telephone Company<br/>vs.<br/>The Bell Telephone Company of<br/>Pennsylvania.<br/>Filed September 8, 1914.</p>  | <p>Physical connection between lines.<br/><br/><br/><br/>Pending.</p>   |
| <p>284. Floyd Appleton<br/>vs.<br/>Carlisle &amp; Mount Holly Railway<br/>Company.<br/>Filed September 19, 1914.</p>  | <p>Alleged inefficient fenders and excessive speed while running around curves.<br/><br/>Pending.</p>                               |
| <p>285. W. R. Grubb, et al.<br/>vs.<br/>Bangor Electric Light, Heat &amp;<br/>Power Company.<br/>Filed September 26, 1914</p>   | <p>Discontinuance of steam heating service in Bangor, Northampton County.<br/><br/>Closed October 8, 1914.</p>                      |
| <p>286. E. D. Dindinger<br/>vs.<br/>Baltimore &amp; Ohio Railroad Com-<br/>pany.<br/>Filed October 2, 1914.</p>   | <p>Discontinuance of agency station at Chew-<br/>ton, Lawrence County.<br/><br/>Withdrawn June 8, 1915.</p>                         |
| <p>287. John W. Kline<br/>vs.<br/>Lewisburg, Milton &amp; Watsontown<br/>Street Railway Company.<br/>Filed October 5, 1914.</p>   | <p>Operation of cars without fenders.<br/><br/>Pending.</p>   |
| <p>288. John L. Bendell<br/>vs.<br/>Pennsylvania Railroad Company<br/>Filed October 13, 1914.</p>   | <p>Petition to restore service of the 5:26<br/>A. M. train from West Chester to<br/>Philadelphia.<br/>Closed November 24, 1914.</p> |
| <p>289. T. M. Hurst, et al.<br/>vs.<br/>Erie Railroad Company.<br/>Filed October 14, 1914.</p>  | <p>Petition for restoration of passenger<br/>service.<br/><br/>Closed March 19, 1915.</p>   |

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| 290. Henry W. Fusselman<br>vs.<br>Philadelphia & Reading Railway<br>Company.<br>Filed October 14, 1914.                               | Siding facilities at Spring Creek, Lehigh<br>County.<br><br>Closed November 5, 1914.                     |
| 291. Daniel E. Brandt<br>vs.<br>William G. Leas.<br>Filed October 9, 1914.  | Discontinuance of operation of what was<br>formerly The East Berlin Railway Com-<br>pany.<br>Pending.    |
| 292. A. J. Haws & Sons, Ltd.<br>vs.<br>Pennsylvania Railroad Company.<br>Filed October 23, 1914.                                      | Alleged increase in switching rate.<br><br>Pending.  |
| 293. A. E. Zufall and William L. Mills<br>vs.<br>Baltimore & Ohio Railroad Com-<br>pany.<br>Filed October 23, 1914.                   | Discontinuance of agency station at Cas-<br>selman.<br><br>Closed February 19, 1915.                     |
| 294. Borough of Mauch Chunk<br>vs.<br>Upper Mauch Chunk Water Com-<br>pany.<br>Filed October 27, 1914.                                | Alleged inadequate water service.<br><br>Pending.  |
| 295. Glen Rock Motor Club<br>vs.<br>York & Maryland Line Turnpike<br>Company.<br>Filed October 28, 1914.                              | Alleged bad condition of turnpike<br><br>Pending.  |
| 296. Denver & Ephrata Telephone &<br>Telegraph Company.<br>vs.<br>Ephrata & Lebanon Traction Com-<br>pany.<br>Filed October 31, 1914. | Erection of high power tension wires<br>above the wires of complainant.<br><br>Closed December 17, 1914. |
| 297. Peter C. Curry, et al.<br>vs.<br>Emlenton Water Company.<br>Filed November 2, 1914.  | Alleged excessive rate for water service.<br><br>Dismissed May 7, 1915.                                  |
| 298. Borough of Jeannette, et al.<br>vs.<br>Westmoreland Water Company.<br>Filed November 2, 1914.                                    | Alleged excessive rates and insufficient<br>service.<br><br>Pending.                                     |
| 299. Marcellus R. Lare<br>vs.<br>Pennsylvania Water Company.<br>Filed November 4, 1914.   | Water service interruptions.<br><br>Dismissed May 20, 1915.  |
| 300. West Virginia Pulp & Paper Com-<br>pany, et al.<br>vs.<br>Pennsylvania Railroad Company, et<br>al.<br>Filed November 9, 1914.    | Alleged excessive and discriminatory rates<br>on pulpwood.<br><br>Dismissed May 20, 1915.                |

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| 301. Harrison L. Morris<br>vs.<br>Philadelphia & Reading Railway<br>Company.<br>Filed November 24, 1914.  | Alleged excessive and unreasonable rates<br>of fare charged.<br><br>Dismissed June 16, 1915.  |
| 302. Borough of Scottsdale<br>vs.<br>Citizens Water Company.<br>Filed November 12, 1914.  | Alleged inadequate water service.<br><br>Closed December 15, 1914.  |
| 303. Luzerne County Gas & Electric<br>Company<br>vs.<br>Consumers Light Company of Plym-<br>outh.<br>Filed October 5, 1914  | Alleged non-compliance with Commission's<br>General Order No. 11.<br><br>Dismissed March 17, 1915.  |
| 304. William B. Hedrick<br>vs.<br>The Bell Telephone Company of<br>Pennsylvania.<br>Filed October 14, 1914.   | Alleged inability to secure telephone serv-<br>ice.<br><br>Closed January 5, 1915.  |
| 305. W. H. Davis, et al.<br>vs.<br>Northern Central Railway Com-<br>pany.<br>Filed November 12, 1914.   | Petition for establishment of station fa-<br>cilities at New Market.<br><br>Dismissed May 7, 1915.  |
| 306. United Lumber Company<br>vs.<br>Baltimore & Ohio Railroad Com-<br>pany and Pennsylvania Railroad<br>Company.<br>Filed November 12, 1914.                     | Alleged overcharge on shipment of lumber.<br><br>Closed December 17, 1914.  |
| 307. Ligonier Lumber Company<br>vs.<br>Ligonier Valley Railroad Company<br>and Pennsylvania Railroad Com-<br>pany.<br>Filed November 13, 1914.                    | Alleged excessive freight rates.<br><br>Withdrawn April 6, 1915.  |
| 308. William P. Winter, et al.<br>vs.<br>State College Water Company.<br>Filed November 14, 1914.   | Alleged inadequate water service.<br><br>Pending.   |
| 309. Charles F. Brown, et al.<br>vs.<br>Baltimore & Ohio Railroad Com-<br>pany.<br>Filed November 19, 1914.   | Alleged irregular passenger train service<br>between Allegheny and Bakerstown;<br>also alleged inadequate station facili-<br>ties at Allegheny station.<br>Closed April 13, 1915. |
| 310. Adrian Furnace Company<br>vs.<br>Pennsylvania Railroad Company.<br>Filed November 19, 1914.  | Alleged discriminatory rates on shipments<br>of pig iron from Josephine to Huffs,<br>Wilmerding, Pittsburgh and Union-<br>town.<br>Pending.                                       |
| 311. East Lehigh Colliery Company<br>vs.<br>Lehigh & New England Railroad<br>Company and Philadelphia and<br>Reading Railway Company.<br>Filed November 26, 1914. | Petition for the establishment of through<br>rates on coal.<br><br>Closed May 6, 1915.  |



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| <p>312. John F. Stickell, et al.<br/>vs.<br/>The Bell Telephone Company of<br/>Pennsylvania.<br/>Filed November 24, 1914.</p>  | <p>Alleged refusal of respondent to furnish<br/>exchange service unless the private<br/>switches maintained by complainants<br/>were removed.<br/>Pending.</p>         |
| <p>313. School District of the City of Pitts-<br/>ton<br/>vs.<br/>Citizens' Electric Illuminating Com-<br/>pany.<br/>Filed November 24, 1914.</p>  | <p>Alleged unjust, unreasonable and dis-<br/>criminatory rates for electric service.<br/><br/>Pending.</p>   |
| <p>314. John B. Kline, et al.<br/>vs.<br/>Pennsylvania Railroad Company.<br/>Filed November 25, 1914.</p>  | <p>Alleged lack of passenger train service<br/><br/>Withdrawn June 10, 1915.</p>   |
| <p>315. Combined Committee of the United<br/>Business Men's Association of<br/>Philadelphia, et al.<br/>vs.<br/>Pennsylvania Railroad Company, et<br/>al.<br/>Filed November 30, 1914.</p> | <p>In re proposed increase in passenger fares<br/>effective December 15, 1914.<br/><br/>Dismissed June 16, 1915.</p>   |
| <p>316. Charles S. Keefer<br/>vs.<br/>Pennsylvania Railroad Company.<br/>Filed November 28, 1914.</p>  | <p>Alleged inadequate station facilities at<br/>Woodside station.<br/>Closed May 21, 1915.</p>   |
| <p>317. Antonie Fiasco<br/>vs.<br/>Pennsylvania Railroad Company.<br/>Filed November 28, 1914.</p>   | <p>Establishment of a private road crossing<br/>at the eastern end of the village of Mc-<br/>Cartney, Clearfield County.<br/>Dismissed February 5, 1915.</p>           |
| <p>318. Borough of Youngwood, et al.<br/>vs.<br/>Westmoreland Water Company.<br/>Filed November 28, 1914.</p>  | <p>Alleged excessive, unreasonable and dis-<br/>criminatory rates for water service.<br/>Pending.</p>  |
| <p>319. Charles W. Palmer<br/>vs.<br/>Luzerne County Gas &amp; Electric<br/>Company.<br/>Filed November 30, 1914.</p>  | <p>Alleged refusal of respondent to furnish<br/>service to complainant's residence in the<br/>Village of Truckville, Luzerne County.<br/>Closed February 17, 1915.</p> |
| <p>320. The Oak Extract Company<br/>vs.<br/>Pennsylvania Railroad Company.<br/>Filed December 2, 1914.</p>   | <p>Proposed increase in freight rates alleged<br/>to be unjust, unfair and unreasonable.<br/>Pending.</p>  |
| <p>321. Borough of Irwin, et al.<br/>vs.<br/>Westmoreland Water Company.<br/>Filed December 5, 1914.</p>   | <p>Alleged excessive rates for water service<br/>and alleged inadequate water supply.<br/>Pending.</p>   |
| <p>322. Latrobe Coal Company<br/>vs.<br/>Lehigh &amp; New England Railroad<br/>Company and Lehigh Valley Rail-<br/>road Company.<br/>Filed December 3, 1914.</p>                           | <p>Alleged excessive, unreasonable and dis-<br/>criminatory switching charge.<br/><br/>Closed February 2, 1915.</p>  |



Complaint  
Docket No.

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| 323. W. T. Bailey, et al.<br>vs.<br>Altoona & Logan Valley Electric<br>Railway Company.<br>Filed December 4, 1914.          | Re-establishment of station stop at Bailey's Barn.<br><br>Closed February 2, 1915.  |
| 324. W. H. Enck<br>vs.<br>Philadelphia & Reading Railway<br>Company.<br>Filed December 7, 1914.                             | Alleged inadequate freight station facilities at Lititz.<br><br>Closed February 16, 1915.   |
| 325. Borough of Biglerville<br>vs.<br>Biglerville Water Company.<br>Filed December 8, 1914.                                 | Alleged inadequate water supply for fire protection during the summer months.<br><br>Pending.   |
| 326. W. W. Machemer<br>vs.<br>West Reading Water Company.<br>Filed December 8, 1914.  | Alleged refusal of respondent to extend water main except at expense of consumer..<br>Closed April 6, 1915.                                       |
| 327. A. B. Steigerwalt, et al.<br>vs.<br>Pittsburgh Railways Company.<br>Filed December 9, 1914.                            | Alleged discriminatory rates of fare between Pittsburgh and Homestead.<br><br>Closed March 17, 1915.  |
| 328. W. C. Armstrong<br>vs.<br>Altoona & Northern Railroad Company.<br>Filed December 11, 1914.                             | Alleged inefficient service and bad condition of roadbed and equipment.<br><br>Closed March 3, 1915.  |
| 329. Business Men's Association of Hatboro<br>vs.<br>Philadelphia & Reading Railway<br>Company.<br>Filed December 12, 1914. | Passenger train service on the Northeast Pennsylvania Branch.<br><br>Dismissed March 17, 1913.  |
| 330. City of Chester, et al.<br>vs.<br>New Chester Water Company.<br>Filed December 15, 1914.                               | Alleged unfair, unjust, unreasonable and discriminatory water rates.<br><br>Pending.  |
| 331. Ira B. Bixler, et al.<br>vs.<br>United Electric Company of Lemoyne.<br>Filed December 15, 1914.                        | Alleged refusal of respondent to extend line to residences of complainants.<br><br>Dismissed May 7, 1915.   |
| 332. Mansfield State Normal School<br>vs.<br>Mansfield Water Company.<br>Filed December 15, 1914.                           | Alleged excessive water rates.<br><br>Pending.  |
| 333. Residents of Mount Alton, et al.<br>vs.<br>Erie Railroad Company.<br>Filed December 21, 1914.                          | Petition for establishment of passenger train service on branch line extending from Bradford south to Mount Alton, McKean County.<br><br>Pending. |
| 334. E. M. Watt<br>vs.<br>Bellefonte Central Railroad Company.<br>Filed December 29, 1914.                                  | Withdrawal of passenger and freight train service to Pine Grove<br><br>Closed April 20, 1915  |

Complaint  
Docket No.

335. Boroughs of Emsworth and Ben Avon  
vs.  
Ohio Valley Water Company.  
Filed December 30, 1914. Pending.
336. Borough of Manor, et al.  
vs.  
Westmoreland Water Company.  
Filed December 31, 1914. Pending.
337. Eastern Crawford Telephone Company  
vs.  
Cussewago Telephone Company.  
Filed December 31, 1914. Alleged construction of wire crossings in Crawford County in violation of General Order No. 11.  
Closed April 9, 1915.
338. Elizabeth A. Crowley and Mary R. O'Lone  
vs.  
Buffalo & Lake Erie Traction Company  
Filed January 1, 1915. Discontinuance of electric railway service during winter months.  
Pending.
339. Frank H. Hawkins  
vs.  
Philadelphia Rapid Transit Company.  
Filed January 6, 1915. Alleged discrimination in granting of transfer privileges.  
Pending.
340. Frank Babbitt, Burgess of Cranesville  
vs.  
Albion Electric Light & Power Company, The Bell Telephone Company of Pennsylvania and Albion Telephone Company.  
Filed January 25, 1915. Alleged failure to comply with the provisions of Article III, Section 2 (c), of the Public Service Company Law, requiring the Commission's approval on lease of property to public service company.  
Pending.
341. Manfred J. Berliner  
vs.  
Erie Railroad Company.  
Filed January 26, 1915. Alleged inadequate passenger train service to and from Millvillage; also station facilities at Millvillage.  
Pending.
342. Johnstown Telephone Company  
vs.  
Central District Telephone Company.  
Filed January 27, 1915. Alleged discriminatory telephone rates to citizens of Johnstown, Cresson, Ebensburg, Portage, South Fork and Windber.  
Closed March 16, 1915.
343. Alexander Guy  
vs.  
New York Central Railroad Company.  
Filed February 1, 1915. Alleged inadequate train service between Morris Run and Blossburg; insufficient heat in special funeral train.  
Closed March 17, 1915.
344. Lehigh Fire Brick Works, et al.  
vs.  
Pennsylvania Railroad Company, Lehigh Valley Railroad Company and Lehigh & New England Railroad Company.  
Filed February 4, 1915. Alleged discriminatory freight rates on shipments consigned to Catasauqua, in favor of Palmerton.  
Pending.

Complaint .  
Docket No.

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| <p>345. Lionel Teller Schlesinger<br/>vs.<br/>The Bell Telephone Company of<br/>Pennsylvania.<br/>Filed February 5, 1915.</p>  | <p>Alleged unreasonable regulations govern-<br/>ing telephone service.<br/><br/>Closed February 13, 1915.</p>  |
| <p>346. Blue Mountain Telephone &amp; Tele-<br/>graph Company<br/>vs.<br/>Mount Bethel Telephone Company.<br/>Filed February 6, 1915.</p>  | <p>Physical connection between lines for the<br/>interchange and transfer of telephonic<br/>communications.<br/><br/>Closed March 17, 1915.</p>  |
| <p>347. Philadelphia Team Owners Protec-<br/>tive Association<br/>vs.<br/>Philadelphia &amp; Reading Railway<br/>Company.<br/>Filed February 6, 1915.</p>  | <p>Alleged inadequate freight station facili-<br/>ties at Thirteenth and Callowhill<br/>Streets, Philadelphia.<br/><br/>Pending.</p>   |
| <p>348. Citizens Electric Illuminating Com-<br/>pany<br/>vs.<br/>Jenkins Township Electric Light,<br/>Heat &amp; Power Company.<br/>Filed February 6, 1915.</p>  | <p>Alleged violation of Article III, Section<br/>2 (b) of the Public Service Company<br/>Law in failing to obtain the approval<br/>of the Commission before beginning to<br/>operate.<br/>Pending.</p> |
| <p>349. Borough of Millvillage<br/>vs.<br/>Erie Railroad Company.<br/>Filed February 8, 1915.</p>  | <p>Alleged inadequate passenger train ser-<br/>vice and excessive passenger fare.<br/><br/>Pending.</p>  |
| <p>350. Twenty-seventh Ward Progressive<br/>Club of Pittsburgh<br/>vs.<br/>Pittsburgh Railways Company.<br/>Filed February 11, 1915.</p>   | <p>Alleged discrimination in the granting<br/>of transfer privileges.<br/><br/>Dismissed May 7, 1915.</p>  |
| <p>351. City of Pittsburgh<br/>vs.<br/>Central District Telephone Com-<br/>pany.<br/>Filed February 12, 1915.</p>  | <p>Alleged excessive, unreasonable and dis-<br/>criminatory rates and charges for tele-<br/>phone service.<br/><br/>Pending.</p>   |
| <p>352. Yough Sand &amp; Stone Company<br/>vs.<br/>Pennsylvania Railroad Company,<br/>Connellsville &amp; State Line Rail-<br/>road Company, Pittsburgh &amp; Lake<br/>Erie Railroad Company, Western<br/>Maryland Railway Company and<br/>Baltimore &amp; Ohio Railroad Com-<br/>pany.<br/>Filed February 15, 1915.</p> | <p>Alleged discriminatory freight rates on<br/>shipments of sand.<br/><br/>Pending.</p>  |
| <p>353. B. Silverstein<br/>vs.<br/>Lehigh Valley Transit Company.<br/>Filed January 15, 1915.</p>  | <p>Establishment of additional stop of re-<br/>spondent's cars at the junction of Main<br/>Street and Hillside Avenue in the Bor-<br/>ough of Souderton.<br/>Pending.</p>                              |
| <p>354. William P. Brenz<br/>vs.<br/>Philadelphia, Baltimore &amp; Wash-<br/>ington Railroad Company.<br/>Filed February 16, 1915.</p>   | <p>Alleged unreasonable increase in rates<br/>on stone from quarries at Foxcroft to<br/>points in the City of Philadelphia.<br/><br/>Pending.</p>  |

Complaint  
Docket No.

355. Gaffney Wood Products Company vs. Buffalo & Susquehanna Railroad Corporation.  
Filed February 17, 1915. Alleged unjust and unreasonable rate on shipments of coal by reason of refusal of respondent to establish a joint rate.  
Closed April 20, 1915.
356. Frank Mark Contracting Company vs. Pennsylvania Railroad Company.  
Filed February 17, 1915. Alleged that advance in freight rates on building stone from Newtown to South Philadelphia is excessive and burdensome.  
Pending.
357. Philadelphia Milk Exchange vs. Pennsylvania Railroad Company and Philadelphia, Baltimore & Washington Railroad Company.  
Filed February 20, 1915. Alleged unjust, unreasonable and discriminatory rates on milk, cream and similar commodities.  
Pending.
358. C. A. Sisk vs. Abington Electric Company.  
Filed February 24, 1915. Alleged refusal to furnish lighting service except at exorbitant rates.  
Pending.
359. Charles W. Bucher vs. Cumberland Valley Telephone Company.  
Filed February 24, 1915. Alleged violation of provisions of contract with White Run Rural Telephone Company covering interchange of telephone service at its Gettysburg and Littlestown exchanges.  
Pending.
360. State Hospital of Coaldale vs. Eastern Pennsylvania Railways Company.  
Filed March 1, 1915. Petition for establishment of station and waiting room facilities in front of complainant's hospital in the Borough of Coaldale.  
Pending.
361. Lincoln Lumber Company vs. Pennsylvania Railroad Company.  
Filed March 3, 1915. Claim for loss on account of refusal of consignee to accept shipment of ties delayed in transit.  
Closed May 4, 1915.
362. Pittsburgh Steel Company vs. Pittsburgh & Lake Erie Railroad Company and Pennsylvania Railroad Company.  
Filed March 2, 1915. Alleged overcharge on shipments of pig iron transported from Monessen to Varena via Homestead and Pittsburgh & Lake Erie Railroad.  
Pending.
363. Cambrian Limestone Company vs. Pennsylvania Company, Baltimore & Ohio Railroad Company and Pittsburgh & Lake Erie Railroad Company.  
Filed March 3, 1915. Rates on limestone for road construction from Wampum to various points within the State of Pennsylvania.  
Closed April 8, 1915.
364. White Oak Light, Heat & Power Company vs. Borough of Benson.  
Filed March 10, 1915. Construction of electric light plant by municipality forcibly removing the plant of complainant from streets of municipality contrary to law.  
Pending.
365. Fred N. Bradley vs. Pennsylvania Railroad Company.  
Filed March 11, 1915. Passenger fare charged between Broad Street Station and Fortieth Street Station, Philadelphia.  
Pending.



Complaint  
Docket No.

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| <p>366. J. S. Elliott, et al.<br/>vs.<br/>Big Spring Electric Company.<br/>Filed March 15, 1915.</p>  | <p>Alleged intention to discontinue the furnishing of current for power purposes on and after March 15, 1915.<br/>Pending.</p>                                      |
| <p>367. United Lumber Company.<br/>vs.<br/>Pennsylvania Railroad Company<br/>and Baltimore &amp; Ohio Railroad<br/>Company.<br/>Filed November 7, 1914.</p> | <p>Alleged overcharge on various shipments of lumber.<br/><br/>Pending.</p>   |
| <p>368. McClellan &amp; Gotwalt Company,<br/>Limited<br/>vs.<br/>Western Maryland Railway Com<br/>pany.<br/>Filed January 18, 1915.</p>                     | <p>Claim for reparation alleging unreasonable delay to shipments in transit.<br/><br/>Closed March 17, 1915.</p>  |
| <p>369. Borough of Rockwood<br/>vs.<br/>Baltimore &amp; Ohio Railroad Com<br/>pany.<br/>Filed February 25, 1915.</p>  | <p>Damage to property by high water during flood stages caused by the narrow channel between abutments of bridge crossing Cox Creek.<br/>Closed March 17, 1915.</p> |
| <p>370. Borough of Montrose<br/>vs.<br/>Consumers Water Company of Mon<br/>trose.<br/>Filed March 30, 1915.</p>   | <p>Alleged excessive and discriminatory rates for water service and inadequate water supply.<br/><br/>Pending.</p>  |
| <p>371. C. A. Stevens and James E. Brat<br/>ton<br/>vs.<br/>New York Central Railroad Com<br/>pany.<br/>Filed March 15, 1915.</p>                           | <p>Alleged inadequate passenger train service between Kermoor and Gazzam.<br/><br/>Pending.</p>   |
| <p>372. Clydesdale Stone Company<br/>vs.<br/>Baltimore &amp; Ohio Railroad Cor<br/>pany.<br/>Filed March 11, 1915.</p>                                      | <p>Alleged excessive freight rate on shipments of crushed stone and screenings from Ellwood City to Butler and Harmony Junction.<br/>Pending.</p>                   |
| <p>373. Blairsville Telephone Company<br/>vs.<br/>Johnstown Telephone Company and<br/>Windber Telephone Company.<br/>Filed March 17, 1915.</p>              | <p>Petition for establishment of through telephone service.<br/><br/>Pending.</p>   |
| <p>374. Acorn Web Mills, Inc.<br/>vs.<br/>North Wales Water Company.<br/>Filed March 16, 1915.</p>  | <p>Alleged excessive charge for water service.<br/><br/>Withdrawn March 20, 1915.</p>   |
| <p>375. H. H. Rhoades<br/>vs.<br/>Pennsylvania Company.<br/>Filed March 18, 1915.</p>   | <p>Alleged inadequate passenger train service to and from Espyville.<br/><br/>Dismissed May 21, 1915.</p>   |
| <p>376. J. A. McGonegal, Borough Con<br/>stable, Mount Holly Springs et.<br/>al.<br/>vs.<br/>Cumberland Railway Company.<br/>Filed March, 19, 1915.</p>     | <p>Alleged dangerous condition of roadbed and equipment; inadequate service; discriminatory rates of fare charged.<br/><br/>Pending.</p>                            |



Complaint  
Docket No.

377. Pittsburgh Crucible Steel Company vs. Pennsylvania Company.  
Filed April 13, 1915. Alleged unjust, unreasonable and discriminatory rates on billets and pig iron between Midland and Pittsburgh.  
Withdrawn June 3, 1915.
378. J. F. Shannon vs. Pennsylvania Railroad Company.  
Filed April 14, 1915. Proposed discontinuance of agency station at Sabula.  
Pending.
379. I. D. Smith vs. Tidioute Water Company.  
Filed April 3, 1915. Alleged inadequate service.  
Pending.
380. Hendrick Manufacturing Company vs. Carbondale Gas Company.  
Filed April 19, 1915. Assessment of minimum charge on gas meters.  
Pending.
381. George B. Walker vs. Riverton Consolidated Water Company.  
Filed April 19, 1915. Alleged refusal of respondent to extend its service to residence of complainant.  
Pending.
382. Frank L. Long vs. Philadelphia & Reading Railway Company.  
Filed April 19, 1915. Alleged inconvenient access to east and west bound platforms at Wayne Junction station.  
Pending.
383. New Castle Box Company vs. City of New Castle Water Company.  
Filed April 21, 1915. Minimum charge for water service alleged to be exorbitant and unreasonable.  
Pending.
- 384-1 Residents of Wampum, et. al. vs. Pittsburgh & Lake Erie Railroad Company.  
Filed March 29, 1915. Alleged unjust and unreasonable increase in the rates for the transportation of milk.  
Pending.
- 384-2 J. W. Wilson, et. al. vs. Montour Railroad Company.  
Filed March 20, 1915. Alleged unjust and unreasonable increase in the rates for the transportation of milk.  
Pending.
- 384-3 G. G. Paxton, et. al. vs. Pennsylvania Lines West of Pittsburgh.  
Filed March 20, 1915. Alleged unjust and unreasonable increase in the rates for the transportation of milk.  
Pending.
- 384-4 C. M. Berryhill vs. Wabash Pittsburgh Terminal Railroad Company.  
Filed April 14, 1915. Alleged unjust and unreasonable increase in the rates for the transportation of milk.  
Pending.
- 384-5 R. W. Wilson vs. Baltimore & Ohio Railroad Company.  
Filed April 24, 1915. Alleged unjust and unreasonable increase in the rates for the transportation of milk.  
Pending.

Complaint  
Docket No.

385. Somerset Dairy Co-operation et. al.  
vs.  
Baltimore & Ohio Railroad Com-  
pany.  
Filed April 12, 1915. Alleged unjust and unreasonable increase  
in the rates for the transportation of  
milk, and inadequate service and facili-  
ties.  
Pending.
386. Commonwealth Telephone Company  
vs.  
Merchants Telephone Company.  
Filed April 23, 1915. Manner of soliciting subscribers; alleged  
violation of provisions of General Order  
No. 11 issued by the Commission.  
Pending.
387. Layton H. Butts  
vs.  
Sinking Spring Water Company.  
Filed April 23, 1915. Alleged refusal of respondent to furnish  
service unless payment is made by com-  
plainant of bill for water service con-  
tracted by a previous owner of the prop-  
erty.  
Pending.
388. Standard Chair Company, et. al.  
vs.  
Pennsylvania Railroad Company  
and Erie Railroad Company.  
Filed April 26, 1915. Petition praying for the establishment of  
a switch connection between the lines  
of the Pennsylvania Railroad and the  
Erie Railroad for interchange of freight  
at or near Union City.  
Pending.
389. William S. Adams  
vs.  
Gettysburg & Harrisburg Railway  
Company and Philadelphia &  
Reading Railway Company.  
Filed April 27, 1915. Petition for establishment of station facil-  
ities at Mount Tabor.  
Pending.
390. Paul E. Woll  
vs.  
Philadelphia & Reading Railway  
Company.  
Filed May 3, 1915. Alleged discrimination in rates and ser-  
vice against Fern Rock Station on the  
Third & Berks Streets Line of respon-  
dent.  
Closed May 20, 1915.
391. Electrical Consumers Adjustment  
Company  
vs.  
Philadelphia Electric Company.  
Filed May 1, 1915. Alleged discrimination in the matter of  
furnishing service by contract.  
Pending.
392. Citizens Electric Illuminating Com-  
pany  
vs.  
Consumers Electric Company of  
Borough of Exeter.  
Filed May 4, 1915. Alleged that respondent is engaged in  
setting up its facilities within the  
Borough of Exeter for the purpose of  
furnishing energy and current by elec-  
tricity in violation of order of the Com-  
mission in Municipal Contract Docket  
No. 34-1914.  
Pending.
393. S. K. Rank  
vs.  
New York Central Railroad Com-  
pany.  
Filed May 10, 1915. Insufficient light on Train No. 9, oper-  
ated between Clearfield and Cherry  
Tree and Dixonville.  
Closed June 28, 1915.
394. Kift Milling Company  
vs.  
Pennsylvania Railroad Company  
Filed May 11, 1915. Petition for restoration of siding to plant  
of complainant in Sunbury.  
Pending.

Complaint  
Docket No.

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| <p>395. Tarentum Auto Transit Company<br/>vs.<br/>Merle Brady and Harry Hemphill.</p> <p>Filed May 13, 1915.</p>  | <p>Petition requesting that respondent be required to secure a Certificate of Public Convenience and conduct their business in conformity with the requirements of the Public Service Company Law.</p> <p>Pending.</p>   |
| <p>396. Frank P. Miller Paper Company<br/>vs.<br/>Pennsylvania Railroad Company.</p> <p>Filed May 18, 1915.</p>   | <p>Proposer increase in rates for transportation of paper boards and paper stocks from Downingtown to Philadelphia and other points within the State alleged to be excessive, unreasonable and discriminatory; also to require respondent to furnish shippers with certificate or other evidence of payments made by them in excess of the prior established rate.</p> <p>Pending.</p> |
| <p>397. William A. Selts<br/>vs.<br/>Jersey Shore Water Company.</p> <p>Filed May 20, 1915.</p>   | <p>Alleged excessive rates for water service.</p> <p>Pending.</p>  |
| <p>398. Westmoreland Chemical &amp; Color Company<br/>vs.<br/>Pennsylvania Company.</p> <p>Filed May 21, 1915.</p>  | <p>Alleged excessive rate on crystals copperas in car loads from New Castle to Philadelphia.</p> <p>Pending.</p>   |
| <p>399. Kensington Merchants Association<br/>vs.<br/>Philadelphia Rapid Transit Company.</p> <p>Filed May 22, 1915.</p>   | <p>Change of route of cars causing great inconvenience to residents of the northeast section of the city of Philadelphia known as the Kensington District.</p> <p>Pending.</p>   |
| <p>400. J. B. Hogarth<br/>vs.<br/>Philadelphia Rapid Transit Company.</p> <p>Filed April 12, 1915.</p>  | <p>Classification of accounts alleged to be in violation of the provisions of The Public Service Company Law.</p> <p>Pending.</p>  |
| <p>401. Portage Coal Company<br/>vs.<br/>Susquehanna River &amp; Western Railroad Company.</p> <p>Filed May 27, 1915.</p>   | <p>Alleged excessive rate for transportation of coal from Duncannon to Sulphur Springs.</p> <p>Pending.</p>  |
| <p>402. McCrady Brothers Company<br/>vs.<br/>Pittsburgh &amp; Lake Erie Railroad Company and Pennsylvania Railroad Company.</p> <p>Filed May 29, 1915.</p>  | <p>Alleged excessive and discriminatory rates on shipments of sand from complainant's siding at Braddock to Wilkesburg, Wilmerding, East Liberty, Jeanette, Greensburg and Indiana.</p> <p>Pending.</p>  |
| <p>403. Iron City Sand Company<br/>vs.<br/>Pittsburgh &amp; Lake Erie Railroad Company, Pittsburgh, Chartiers &amp; Youghiogeny Railway Company and West Side Belt Railroad Company.</p> <p>Filed June 8, 1915.</p> | <p>Alleged proposed increase in rates on sand and gravel to be unjust and unreasonable, and praying that an order be entered fixing reasonable maximum rates and that reparation be allowed for amounts paid in excess of rates found to be just and reasonable.</p> <p>Pending.</p>   |
| <p>404. Borough of Hamburg<br/>vs.<br/>Hamburg Gas &amp; Electric Company.</p> <p>Filed June 2, 1915.</p>   | <p>Alleged excessive rate for electric lighting service in the Borough of Hamburg and praying for reparation on an alleged overcharge for electricity furnished from June 1, 1910, to December 1, 1914.</p> <p>Pending.</p>  |

Complaint  
Docket No.

405. United Lumber Company  
vs.  
Ursina & North Fork Railway Company.  
  
Filed June 9, 1915.  
  
Proposed increase in freight rates on lumber products from Mays Run Transfer, Humbert, Hoos Siding, Bridge No. 3, and Ursina Junction, alleged to be excessive and in violation of the provisions of an agreement dated December 27, 1910, which provided for a rate of \$5 per car from any point on respondent's road to Ursina Junction.  
Pending.
406. Central Pennsylvania Lumber Company  
vs.  
Central Railroad Company of New Jersey, Lehigh & New England Railroad Company and Philadelphia & Reading Railway Company.  
Filed June 10, 1915.  
  
Alleged excessive, unjust and unreasonable rate for switching service at Catasauqua.  
Pending.
407. Beaver Sand Company  
vs.  
Beaver Valley Railroad Company.  
  
Filed June 11, 1915.  
  
Alleging excessive and unreasonable rates on sand from complainant's plant at Beaver to numerous points within the State, due to refusal of respondent to establish joint rates with its connections, viz: Pittsburgh & Lake Erie Railroad and Pennsylvania Railroad Companies.  
Pending.
408. Borough of Newport  
vs.  
Newport Home Water Company  
Filed June 11, 1915.  
  
Increase in water rates for fire protection alleged to be excessive and unreasonable.  
Pending.
409. Charles M. McKim  
vs.  
Baltimore & Ohio Railroad Company.  
Filed June 16, 1915.  
  
Petition for the erection of a loading platform to facilitate the handling of milk at McKim, Beaver County.  
Pending.
410. Rowena Stone & Sand Company  
vs.  
Baltimore & Ohio Railroad Company.  
Filed June 17, 1915.  
  
Alleged excessive and discriminatory rates on shipments of sand from complainant's plant at Rowena to Johnstown.  
Pending.
411. Celesta DeWalt, et. al.  
vs.  
Lehigh & New England Railroad Company.  
Filed June 19, 1915.  
  
Alleged obstruction of two highways in East Allen Township, Northampton County, by the construction of tracks of respondent over and across said highway.  
Pending.
412. Carl A. Gable  
vs.  
Pennsylvania Railroad Company.  
Filed June 22, 1915.  
  
Alleged intention of respondent to discontinue regular stop and make Emporium Junction a flag stop for Train No. 54, leaving that point at 11:03 P. M.  
Pending.
413. William P. Boland  
vs.  
Delaware, Lackawanna & Western Railroad Company.  
Filed June 23, 1915.  
  
Alleging that switching charges and freight rates for transportation of anthracite coal within the State of Pennsylvania are unjust, unreasonable and discriminatory.  
Pending.

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DIGESTS OF FORMAL COMPLAINTS.

DETERMINED BY

THE PUBLIC SERVICE COMMISSION OF THE  
COMMONWEALTH OF PENNSYLVANIA

July 1, 1914, to June 30, 1915.

Arranged Chronologically with Respect to Date of Determination.

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## DIGESTS OF FORMAL COMPLAINTS

DETERMINED BY

THE PUBLIC SERVICE COMMISSION OF THE  
COMMONWEALTH OF PENNSYLVANIA

DURING THE YEAR ENDING

June 30, 1915.

Arranged Chronologically with Respect to Date of Determination.

## COMPLAINT DOCKET NO. 229.

CLARENCE MESSERSMITH  
vs.  
PANTHER VALLEY WATER COMPANY. } Alleged inadequate service in the  
Borough of Lansford, Carbon  
County.

Filed June 3, 1914.—Closed July 7, 1914.

The Complainant alleged that, although he had connected his furniture store and a hotel property owned by him to the mains of the Respondent company, it had failed to furnish him with an adequate supply of water, to his great inconvenience and financial loss.

The Respondent, in answer, averred that the properties in question are on meter service and pay for such service on the basis of the actual amount of water consumed. It also averred that said properties were located at the highest point on the gravity system and that in time of drought the consumption of water throughout the other areas was greatly increased, thus reducing the pressure to the upper floors of the property of the Complainant, but that this condition has only occurred at certain limited intervals. It further averred that it had petitioned the State Water Supply Commission for permission to increase its storage capacity but that the Commission had not up to that time taken, definite action thereon.

In replication, the Complainant denied that his properties were located at the highest point on the gravity system and that the properties in question were properly supplied with water at any time.

A date for hearing was appointed, but in the meantime counsel for the Complainant advised that his client would not be represented at the hearing; that the supply of water had improved, and asked that the hearing be continued without date. This information being communicated to the Commission, the case was directed to be closed.

## COMPLAINT DOCKET NO. 110.

W. C. FULTON, ET AL.  
vs.  
BUFFALO, ROCHESTER & PITTS- } Alleged inadequate station facilities  
BURGH RAILWAY COMPANY. } at West Lebanon, Indiana  
County.

Filed January 23, 1914.—Dismissed July 7, 1914.

The Complainant requested the Commission to recommend the establishment of an agency station at West Lebanon, Indiana County, on the line of the Respondent,

alleging that the only shelter was a shed used for the storing of freight. Subsequently, a petition signed by 153 residents of West Lebanon and vicinity was filed, complaining of the inadequate station facilities, and praying for the establishment of an agency station at that point.

The Respondent, in answer, averred that as the result of a careful investigation of the matters complained of, it was found that the town of West Lebanon has a population of 200 persons; that during the months of October, November and December, 1913, the freight business to and from said station amounted to \$212.20; that the passenger business during the same period averaged eighteen persons to and sixteen persons from the said station per day; that the passenger service available to said town is two trains a day each way; that to remove the cause of complaint that the freight unloaded at said station was often stolen or damaged because of there being no one to look after it, the Respondent would cause the freight for West Lebanon to be shipped to Islin, a regular freight station, in the evening, and transport the same to West Lebanon in the morning, the agent at Islin notifying the consignees of the time of the arrival of the freight at West Lebanon.

After a full consideration of all the facts before it, the Commission advised the parties in interest that inasmuch as there was not sufficient revenue derived from the business at the point in question to warrant the installation of an agency station, and in view of the fact of the arrangement made by the Respondent for the notification of consignees of the arrival of their shipments, it was of the opinion that the complaint should be dismissed.

No further advices having been received from the parties in interest the complaint was dismissed.

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### COMPLAINT DOCKET NO. 130.

ELIAS SASSAMAN	}	Rate of fare between Allentown and Coopersburg.
vs.		
LEHIGH VALLEY TRANSIT COMPANY.		

Filed January 19, 1914.—Closed July 7, 1914.

The Complainant alleged discrimination in the matter of rates of fare for transportation between Allentown and Coopersburg, as against fares charged for transportation between points in similar localities of equal distance.

The Respondent, answering the complaint, averred that the rates charged were fair and reasonable under the conditions existing in the community in question, stating that the country was sparsely settled and interurban in character.

The matter being at issue upon complaint and answer, a hearing was held in Harrisburg, March 19, 1914, at which testimony was presented.

Subsequently the Respondent submitted to the Commission certain modifications of its rates. These were forwarded to the Complainant, who replied that the cause of complaint had not been removed thereby, and submitted a proposed schedule of fares, which, however, did not meet with the Respondent's approval.

The Commission, after a careful examination of the various local conditions affecting the point at issue, and also of the general principles that must be recognized in the problem of rate making when the transportation service of a general trolley system is purely local on some lines and interurban and less frequent on other divisions, included in its order a schedule of rates, to govern the transportation in question, and directed that when the order of the Commission had been complied with the case be marked closed.

COMPLAINT DOCKET NO. 217.

R. T. MOGLE	}	
vs.		
NEW YORK CENTRAL AND HUDSON		Train service from Rossiter to
RIVER RAILROAD COMPANY.		Punxsutawney.

Filed May 21, 1914.—Dismissed July 9, 1914.

Complaint was made of the inadequate passenger train service between Rossiter and Punxsutawney, alleging that there were only two trains a day each way; that the business men of Rossiter were compelled to do their banking business in Punxsutawney, there being no bank in Rossiter, and that the inadequacy of the service worked a hardship to them.

In answer, the Respondent averred that prior to May 3, 1914, it operated two additional passenger trains between Rossiter and Rossiter Junction, where it connects with the Pennsylvania Railroad, but that the traffic upon said trains did not warrant their continuance and they were discontinued. It further averred that the service rendered was adequate and satisfactory, and asked that the complaint be dismissed.

The case was referred to Commissoiner Johnson for investigation, after which he reported that, in his opinion, the service furnished was adequate to meet the needs of the people at Rossiter, and recommended that the complaint be dismissed, which was accordingly done.

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COMPLAINT DOCKET NO. 200.

PENNSYLVANIA UTILITIES COMPANY	}	
vs.		
LEHIGH NAVIGATION ELECTRIC COM-		Alleged that respondent is unlaw-
PANY.		fully engaged in busines in terri-

Filed April 29, 1914.—Dismissed July 9, 1914.

The Complainant alleged that the Respondent had invaded the territory in which it was authorized by its charter and other legal authority to supply electricity for light, heat and power, and asked that an order be made by the Commission directing the Respondent to cease and withdraw all operations in the Complainant's district, to the end that the true intent, purpose and effort of the Public Service Company Law be carried out.

The Respondent, in answer, denied the jurisdiction of the Commission to comply with the prayer of the Complainant, averring that it was the result of the merger of some thirty-eight corporations, with authority to operate in as many different communities.

The case being at issue upon complaint and answer, a hearing was held in Harrisburg, June 16, 1914, at which testimony was presented.

In a report filed by the Commission, after a careful review of the evidence and arguments of counsel, it was decided that the Commission has no authority to prevent the Respondent from entering upon the territory described in its charter, and that, assuming the facts alleged in the petition of the Complainant to be true, the complaint ought to be dismissed.

Under date of August 3, 1914, the Complainant served upon the Commission notice of appeal from its decision to the Court of Common Pleas of Dauphin County. At the time of the writing of this report no decision had been reached by said court on said appeal.



## COMPLAINT DOCKET NO. 181.

DAVID M. BECK	}	Excessive rates and inadequate service.
vs.		
SUSQUEHANNA TOWNSHIP WATER		
COMPANY.		

Filed March 31, 1914.—Closed July 9, 1914.

The complaint filed alleged that the Respondent, without notice to its patrons, upon certain days stated in the complaint, cut off the water supply, much to the inconvenience of the consumers. The further allegation was made that the rates charged by the respondent were excessive in that they were higher than those charged in the City of Harrisburg, where better service was maintained.

The respondent, answering the complaint, admitted that on the days specified in the complaint some of its patrons were without water service, but that on none of said days were all of its patrons without service, it averring that the cutting off of the supply was due to repairs which had to be made to broken mains, and that the work was done with the utmost despatch. The shutting off of the water on another occasion was necessitated by the installation of a new pump. The allegation of excessive charges for water service was denied by the respondent, it averring that the City of Harrisburg afforded no fair comparison inasmuch as it was a municipally owned plant.

The complainant advised the Commission that it did not feel that the answer filed satisfied that complaint and asked that a date for hearing be appointed.

The Commission referred the complaint to the Chief of the Bureau of Engineering for investigation and report.

The report of the Chief of the Bureau of Engineering contained certain recommendations which were directed to be communicated to the parties, with the suggestion that if then a hearing was deemed necessary a date would be appointed.

The respondent advised that the recommendations of the Chief of the Bureau of Engineering would be put into effect, and as this seemed to satisfy the complaint, the case was marked closed.

## COMPLAINT DOCKET NO. 234.

M. L. LUDWICK	}	Failure to secure service at residence in Penbrook.
vs.		
DAUPHIN COUNTY GAS COMPANY.		

Filed June 15, 1914.—Withdrawn July 9, 1914.

The complainant alleged that his residence is situated on a corner lot in the borough of Penbrook; that he entered into a contract with the respondent to connect his house with its gas main, the connection to be made from the side street, but that it refused to do so, averring that it was more convenient to enter from the main street or front of his property. To this he objected.

A copy of the complaint was sent to the respondent, which, in reply, enclosed a "notice of satisfaction" signed by the complainant, advising that the cause of complaint had been removed, and requesting that the complaint be withdrawn, which request was granted.

## COMPLAINT DOCKET NO. 238.

BOROUGH OF TURTLE CREEK  
vs.  
PENNSYLVANIA WATER COMPANY.

} Alleged excessive rate for water  
used in public fountain.

Filed June 17, 1914.—Dismissed July 9, 1914.

The Borough of Turtle Creek contemplated the placing of a public drinking fountain in its public square and also in its playgrounds and asked the respondent for such service. It alleged that the respondent refused to allow other than its regular domestic rates, to which the complainant objected as unreasonable and unjust. The borough authorities contended that they should have the same rate for the purposes contemplated as it received for street sprinkling, which was six cents per 100 cubic feet.

In answer to the complaint the respondent averred that when approached by the borough authorities for a rate for the purpose above mentioned, having no specific rate published, it quoted its regular domestic rates; that to allow the rates allowed for street sprinkling was absurd, as that applied only to consumption in excess of 1,666,666 cubic feet per month.

After a full consideration of the facts before it the Commission determined that the rates proposed were not excessive or unreasonable, and the complaint was dismissed.

## COMPLAINT DOCKET NO. 215.

CECILIA H. RIVETT  
vs.  
EQUITABLE GAS COMPANY.

} Alleged failure of gas meter to  
register correctly.

Filed May 21, 1914.—Dismissed July 9, 1914.

The complainant alleged that by the installation, at the instance of the respondent, of a new gas meter her bills were greatly increased over what they had been for the same months of preceding years.

The respondent, answering the complaint, averred that for some time it suspected that the old meter was running slow and therefore installed the new meter. The reclaimed meter, upon inspection, was found to run 7 per cent. slow. The new meter installed, it averred, registered correctly.

The complainant was furnished with a copy of the Commission's Rules and Regulations pertaining to gas utilities and her attention called particularly to the section with reference to the testing of meters, giving her rights thereunder and the rates stipulated for such testing. Subsequently the complainant signed an application for the inspection of her meter and the respondent made an inspection, which showed the meter installed to be within the 2 per cent. requirement of the Commission. The complaint was dismissed.

## COMPLAINT DOCKET NO. 167.

W. A. EDGAR	}	Passenger train service between Plains and Pocono.
vs.		
NEW YORK, SUSQUEHANNA AND		
WESTERN RAILROAD COMPANY.		

Filed March 10, 1914.—Closed July 21, 1914.

The complainant alleged inadequate passenger train service between Plains and Pocono Lake, a distance of 36 miles, the schedule requiring three hours to cover the distance, and further, that the schedule, as thus arranged, was not maintained. It was also set forth in the complaint that the train in question consisted of about ten freight cars and in reality was not a passenger train; also that considerable switching was done en route, which caused numerous delays.

The respondent, answering the complaint, averred that the service meets every requirement of the travelling public between the points in question; that the schedule was fairly well maintained, and asked that the complaint be dismissed.

A copy of the respondent's answer was sent to the complainant, who, in reply, denied its averments.

After consideration of the facts before it the Commission referred the case to Commissioner Johnson for inspection and report.

Under date of May 5, 1914, Commissioner Johnson reported that he had made an inspection of the conditions complained of and had held a hearing in the City of Wilkes-Barre, at which testimony was presented.

Subsequently Commissioner Johnson reported that the respondent company had agreed to shorten the running time of the trains in question, thus improving the service. After further consideration of the case the Commission rendered a report in which it held that the evidence presented at the hearing showed that the traffic is too light to justify it in ordering the respondent to run a regular passenger train. The management of the respondent agreed to improve the existing schedule, and the Commission ordered that the respondent be required to reduce the running time in each direction between Plains and Pocono Lake to two hours, from June 15th to September 15th, and that when this has been agreed to by the respondent the case be marked closed.

## COMPLAINT DOCKET NO. 220.

CHARLES E. COWLEY	}	Alleged inefficient spark arresters in use on locomotives operated on Lizard Creek Branch.
vs.		
LEHIGH VALLEY RAILROAD COM-		
PANY.		

Filed May 27, 1914.—Closed July 21, 1914.

The complainant alleged that the respondent's locomotives were not properly equipped with spark arresters, as the result of which frequent fires occurred along the Lizard Creek branch of its road.

The respondent, in its answer, denied that its locomotives were not equipped with proper spark arresters, but, averred that on the contrary, all of its locomotives were so equipped and that said appliances were kept in perfect condition. It admitted the occurrence of several fires along the right-of-way of the branch in



question on May first and second, but denied that they were caused by the absence or improper condition of any spark arrester on any locomotive operated over such branch.

An investigation of the conditions complained of was made by the Investigator of Accidents of the Commission and an informal hearing held at Staudtsville, at which were present two of the complainants and several representatives of the respondent. The officials of the respondent informed the complainants that they were willing to do anything possible to prevent fires, and would see to it that train crews and trackmen exercise precaution and vigilance with this end in view. The report of the Investigator of Accidents was adopted by the Commission and he was directed to communicate with the parties in interest accordingly.

No further complaint having been received from the locality affected, the case was marked closed.

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### COMPLAINT DOCKET NO. 214.

KEYSTONE COAL AND COKE COMPANY	} Rates on coal from Clearfield to Osterburg, Bedford County.
vs.	
PENNSYLVANIA RAILROAD COMPANY.	

Filed May 15, 1914.—Dismissed July 21, 1914.

The complainant shipped four cars of coal from Woodland, via Clearfield, to Osterburg over the New York Central and Hudson River Railroad and Pennsylvania Railroad, and alleged that the tariff in force at the time the shipments moved provided for a rate of 30 cents per gross ton from Woodland to Clearfield and \$1.05 per gross ton from Clearfield to Osterburg, but that the rate applied to said shipment was \$1.30 from Clearfield to Osterburg. He therefore asked that a refund be made of the difference.

The respondent, in reply, stated that the rate of \$1.05 per gross ton was subject to advice of acceptance in advance of shipment being forwarded and that this advice had not been received in the case of the shipments in question. It stated that it had advised the complainant that said rate would be put in effect March 23, 1914, but that shipments made prior to that date would be subject to its tariff mileage rate of \$1.30 per gross ton.

After the passing of considerable correspondence between the Commission and the respondent, under date of July 18, 1914, the respondent advised that it was willing to make refund of the difference between the two rates, to wit, \$12.42, but the Commission decided that proper efforts had not been made by the parties interested to obtain the lower rate upon the shipments forwarded prior to the publishing of the rate, and therefore denied the petition for reparation.

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### COMPLAINT DOCKET NO. 28.

EDWIN D. STOFFER	} Alleged excessive fare between Greencastle and Waynesboro.
vs.	
CHAMBERSBURG, GREENCASTLE & WAYNESBORO STREET RAILWAY COMPANY.	

Filed September 3, 1913.—Dismissed July 23, 1914.

This complaint alleged excessive and discriminatory rate of fare and inadequate service between Greencastle and Waynesboro.

The answer of the respondent contained a detailed report of the number of passengers carried on the cars, the overcrowding of which is complained of, during the year 1913, and a statement with respect to the fare zones and rates charged by the company.

A representative of the Commission made an investigation upon the ground of the alleged crowded condition of the cars in question.

A date for hearing was appointed and the parties notified thereof, but the complainant advised that he thought the matter was fully covered by the correspondence in the case and that he would not be present or represented at the hearing.

The Commission held that in view of the fact that the allegations contained in the letters of the complainant were not verified by affidavit, as required by The Public Service Company Law, and his failure to appear at the hearing to substantiate by proper evidence the allegations contained in his letters, as well as the report of representative of the Commission, the complaint should, in its opinion, be dismissed and the respondent advised to use all possible care and diligence to prevent overcrowding of the cars in question.

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### COMPLAINT DOCKET NO. 123.

C. S. GOERLICH AND J. J. SHONK	} Alleged discriminatory rates.
vs.	
BETHLEHEM CITY WATER COMPANY.	

Filed January 3, 1914.—Dismissed July 23, 1914.

The complainants alleged discriminatory rates for water service in the Borough of Bethlehem by reason of the allowance by the respondent company of varying rates of rebates.

Answering the complaint, the respondent averred that some years since, on petition of citizens of what was then known as West Bethlehem, prior to its incorporation as a borough, it had, at great expense, extended its main so as to furnish water to the citizens of that locality. Subsequently the said locality was incorporated into the present Borough of Bethlehem, lying partly in Northampton County and partly in Lehigh County, and was authorized to furnish water in that part of the Borough lying in Lehigh County; that in June, 1913, the Borough extended its municipal water main into certain streets in the said Borough, and that the rates charged or rebates allowed consumers of the water upon the streets in question were different from the rates charged or discounts allowed to persons residing in other sections of the borough, but averred that they were not discriminatory under the circumstances and conditions.

The case being at issue, a hearing was held in Harrisburg, at which testimony was presented.

After a full consideration of the testimony and other facts before it the Commission filed a report in which it held that such dissimilarity existed between the conditions upon the streets named and the others as to make the prohibition of the statute as to reasonable rates inapplicable, and the complaint was dismissed.

## COMPLAINT DOCKET NO. 94.

JAMES B. BONNER vs. THE BELL TELEPHONE COMPANY OF PENNSYLVANIA.	}	Service and rates at Melrose, Montgomery County.
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Filed December 4, 1913.—Dismissed July 28, 1914.

The complainant, a resident of Melrose, alleged that Melrose and Oak Lane form a suburban community divided by a township line road, which forms the boundary between Philadelphia and Montgomery Counties, the portion on the Philadelphia side of the township line road being known as Oak Lane, and the portion on the Montgomery side being known as Melrose; that practically all the residents of said community are engaged in business in the City of Philadelphia; that the respondent company maintains an exchange building in the Melrose portion of the suburban community, and in this building situated in Montgomery County, it maintains what is called Oak Lane Exchange; that for a period of five years the respondent supplied unlimited service to the Philadelphia residents of Oak Lane and Melrose at the rate of \$60 per annum; that the respondent has refused to install in the residence of the complainant in Melrose a telephone to be connected with the Oak Lane Exchange and designated by an Oak Lane number, unless the complainant agrees to put in an additional instrument at an additional cost of \$36 per annum. This the complainant alleged is discriminatory.

The respondent, in answer, denied that Melrose and Oak Lane together form a suburban community, averring that Oak Lane is within the limits and is a portion of the City of Philadelphia, whereas Melrose is located wholly without the municipal limits of the City of Philadelphia and is situated in Montgomery County. It averred that the system complained of was the result of careful study and the one adopted throughout its entire operation, and that no discrimination resulted therefrom.

Counsel for the complainant requested that the complaint be put down for hearing, and accordingly a hearing was held in Philadelphia March 26, 1914, at which testimony was presented by the respondent, the complainant offering no evidence.

May 6, 1914, after a full consideration of the testimony and facts before it, the Commission rendered a report in which it was held that the respondent had for some years made an exception in the case of residents of Melrose and permitted them to be connected with the Oak Lane Exchange upon the payment of \$60 and mileage depending upon the number of miles between their residence and the center in Philadelphia; that respondent found this exceptional service to result in trouble and inconvenience and to be an interference with the regular and approved method of conducting the business; that the most effective way of conducting the telephone business is to divide the territory into local exchanges or zones; that the toll charge of five cents per call to Philadelphia is not alleged to be exorbitant or unreasonable, and therefore dismissed the complaint.



## COMPLAINT DOCKET NO. 255.

CHARLES M. CAMPBELL, ET AL.	} Excessive rate for service—discriminatory toll charge from Petersburg to Huntingdon.
vs.	
JUNIATA AND SHAVERS CREEK TELEPHONE COMPANY.	

Filed July 27, 1914.—Withdrawn July 31, 1914.

The complainants, residing in Petersburg, alleged that the respondent required a toll of five cents for telephone service between Petersburg and Huntingdon, a distance of seven miles, whereas subscribers living in Alexandria, eight miles distant from Huntingdon, and of Mapleton, nine miles distant from Huntingdon, were permitted free service. Complaint was also made that the rate of \$24 per annum was excessive for telephone service upon a line only fifteen miles in length.

Copies of the several complaints were sent to the respondent for answer, but before answers were received counsel for the complainant advised the Commission that the matter had been adjusted, and asked permission to withdraw the complaint, which permission was granted.

## COMPLAINT DOCKET NO. 198.

W. H. PARMER, ET AL.	} Petition for the issuance of a commutation ticket from Industry to Vanport.
vs.	
OHIO VALLEY PASSENGER RAILWAY COMPANY.	

Filed April 23, 1914.—Closed August 4, 1914.

This complaint was on a petition of twenty-seven citizens of Industry, Beaver County, to the effect that the same commutation conditions were not provided them as were provided patrons of the road using the facilities of the respondent to the Ohio-Pennsylvania State line.

In answer, the respondent set forth that they were about to issue commutation tickets which they thought would meet the objections of the complainants.

Subsequently a tariff was published and filed covering the issuance of commutation tickets from Industry to the Pennsylvania-Ohio State line.

The cause of complaint having been thus removed, the case was marked closed.

## COMPLAINT DOCKET NO. 258.

NORTH PENN WASHER COMPANY	} Delay in construction of siding at complainant's plant in the Borough of Hatfield.
vs.	
PHILADELPHIA & READING RAILWAY COMPANY.	

Filed July 24, 1914.—Closed August 5, 1914.

The complainant alleged that it had entered into an agreement with the respondent for the construction of a siding to its plant in the borough of Hatfield, and upon the strength of this agreement had built its plant and that the same was in operation, but that the respondent had failed to construct the aforesaid siding.

In answer, the respondent advised that the delay in the construction of the siding in question was due to the fact that this Commission had not yet approved its application for a grade crossing at Union Avenue in the borough of Hatfield, and that until this approval was had the construction could not be commenced. It averred that it was ready to begin the construction as soon as authority was granted therefor, and requested that the complaint be dismissed.

Upon this statement of facts and the issuance of a Certificate of Public Convenience evidencing the Commission's approval of the aforesaid grade crossing, the case was marked closed.

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COMPLAINT DOCKET NO. 209.

HIGH GRADE OIL COMPANY, INCOR-  
PORATED  
vs.  
BALTIMORE & OHIO RAILROAD COM-  
PANY.

} Rate and routing of shipment of  
gasoline from Bruin to Kane.

Filed May 5, 1914.—Withdrawn August 8, 1914.

Complaint was made that on a shipment of gasoline from Bruin to Kane the complainant was charged on the basis of a rate of  $13\frac{1}{2}$  cents per hundred-weight, whereas the rate published by said company was 9 cents per hundred-weight, the difference being accounted for by the respondent because the physical condition of its line between the points in question was not such as to permit the shipment to move over its road, and therefore the complainant was forced to make the shipment by way of the Pennsylvania Railroad, for which an additional charge of 4 cents per hundred-weight was added.

Answering the complaint, the respondent admitted that it had refused to accept for shipment a tank car of gasoline because the physical condition of its road between the points in question was such as to render it unsafe to handle the same, owing to the light rails, heavy grades and sharp curves; that to put the road in such condition as to warrant the acceptance of freight of this character for shipment thereover would involve an expenditure of \$50,000, and that the volume of traffic of the character mentioned is so relatively small as to make the expenditure wholly unjustifiable.

In replication, the complainant averred that by reason of the difference in rates actually charged and the rates published by the respondent it lost the sum of \$20.64, and asked that reparation be ordered.

Subsequently the complainant advised the Commission that a satisfactory adjustment had been effected and requested permission to withdraw the complaint, which request was granted.



## COMPLAINT DOCKET NO. 127.

JOHN M. GRAY

vs.

EASTERN PENNSYLVANIA LIGHT,  
HEAT & POWER COMPANY.

Defective meters.

Filed January 17, 1914.—Closed August 18, 1914.

The complainant alleged that he was being overcharged for electric current furnished by the respondent company.

Answering the complaint, the respondent averred that it was furnishing the complainant with electric current at the rate of ten cents per kilowatt hour under a contract entered into between the complainant and the respondent, and that charge was made only for current actually consumed by the complainant. It further averred that the meters in the residence of the complainant were tested and found to be registering the consumption correctly. The respondent further alleged that the complainant during the period in question had removed his residence, and that the connected load at the new residence was 1200 watts as against 350 watts at his former residence, and also that the character of lamp used in the new residence required two and one-half watts per candle power, whereas the lamp he had used before moving required but one and one-quarter watt per candle power. The respondent further averred that when complaint was made to it of the alleged excessive charge it sent its meter-tester to make a test of the meter of the complainant, but the tester was refused permission to make the test, and that this refusal violated the terms of the contract between the parties.

Under date of February 9, 1914, the respondent advised the Commission of the death of the complainant the day before. The Commission directed the case to be marked closed.

Subsequently the widow of the complainant brought to the attention of the Commission the fact that her bills for electric current were increasing, for no apparent reason, and the matter was referred to the Chief of the Bureau of Engineering of the Commission for investigation. A test of the meter was made by a representative of the Commission, which showed that it was accurate within the requirements of the rules of the Commission. The widow of the complainant expressed satisfaction with the test and the case was marked closed.

## COMPLAINT DOCKET NO. 218.

WESTMORELAND SPECIALTY COM-  
PANY

vs.

PENNSYLVANIA RAILROAD COMPANY.

Alleged unreasonable increase in  
rates on coal from Biddle Sta-  
tion and Penn Siding to Grape-  
ville.

Filed May 22, 1914.—Closed August 18, 1914.

The complainant alleged that for twenty-one years there had been in effect a rate on bituminous coal transported in privately-owned cars of \$3 per car from Biddle Station to Grapeville, where its plant is located, a distance of 4.2 miles; that it had been notified by the Pennsylvania Railroad Company that, effective June 1, 1914, a rate of 25 cents per gross ton would be put into effect, and that the proposed increase would work a great hardship to it.

The respondent, in answer, admitted some and denied other of the allegations of the complaint, and asked that a hearing be held.

A hearing was held in Harrisburg, June 5, 1914, in this case, in connection with the similar complaints of the Pennsylvania Rubber Company, American Window Glass Company, Pittsburgh Lamp, Brass & Glass Company and McKee Glass Company, at which testimony was presented.

In an opinion by Commissioner Johnson, adopted as the report of the Commission, the evidence presented was thoroughly reviewed, and the conclusion reached that some of the proposed rates were considered reasonable and in other instances recommendations were made as to what were regarded as reasonable rates. In pursuance of this opinion an order was issued directing the respondent to put in force the rates held to be reasonable and to make whatever adjustment that may be required to bring intermediate rates in line with those established in the report of the Commission.

Upon the filing of tariffs conforming to the order of the Commission the case was marked closed.

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### COMPLAINT DOCKET NO. 208.

AMERICAN WINDOW GLASS COMPANY	} Proposed increase of rates on coal
vs.	
PENNSYLVANIA RAILROAD COMPANY.	
	from Penn, Biddle, Irwin and
	Hahntown to Jeannette.

Filed April 29, 1914.—Closed August 18, 1914.

Under date of April 28, 1914, the complainant advised the Commission that it had been informed that the Pennsylvania Railroad Company intended to materially increase the rates on bituminous coal, affective May 1, 1914, from Biddle, Penn, Irwin and Hahntown to Jeannette, where its manufacturing establishment is located; that it consumed about 150 tons of bituminous coal a week, and that the increase contemplated would work a great hardship to it.

The respondent, in answer, denied that the proposed rates were unreasonable, averring that the same were in accordance with tariffs duly posted and filed and, in its judgment, just and reasonable.

The case being at issue upon the complaint and answer, a hearing was held in Harrisburg, in connection with the similar complaints filed by the Pennsylvania Rubber Company, Westmoreland Specialty Company, Pittsburgh Lamp, Brass & Glass Company and McKee Glass Company, and testimony presented. Subsequently briefs were filed by counsel for the complainants and respondent.

In an opinion by Commissioner Johnson, adopted as the report of the Commission, the evidence presented was thoroughly reviewed, and the conclusion reached that some of the proposed rates were considered reasonable and in other instances recommendations were made as to what were regarded as reasonable rates. In pursuance of this opinion an order was issued directing the respondent to put in force the rates held to be reasonable and to make whatever adjustment that may be required to bring intermediate rates in line with those established in the report of the Commission.

Upon the filing of tariffs conforming to the order of the Commission the case was marked closed.

## COMPLAINT DOCKET NO. 211.

PENNSYLVANIA RUBBER COMPANY vs. PENNSYLVANIA RAILROAD COMPANY.	}	Advance in rates on coal from Penn, Biddle, Irwin and Hahn- town to Jeannette, effective June 1, 1914.
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Filed May 20, 1914.—Closed August 18, 1914.

Complaint was made against the contemplated increase in freight rates on bituminous coal from Penn, Biddle, Irwin and Hahntown, to Jeannette, where the industrial plant of the complainant is located, said rates to be effective June 1, 1914, alleging that because of the rate of \$2.50 per car, as per tariff published by the respondent, it was induced to erect its plant at Jeannette. It further averred that the size of the cars in use at present is the same as those in use when it erected its plant at Jeannette; that it never received its coal in other than 50-ton cars, the standard at that time and the standard now.

The answer of the respondent denied that the proposed rates were unjust or unreasonable, and asked that the complaint be dismissed.

The case being at issue, a hearing was held in this case at Harrisburg in conjunction with the complaints instituted by the American Window Glass Company, Pittsburgh Lamp, Brass & Glass Company, McKee Glass Company and Westmoreland Specialty Company, at which testimony was presented.

In an opinion by Commissioner Johnson, adopted as the report of the Commission, the evidence presented was thoroughly reviewed, and the conclusion reached that some of the proposed rates were considered reasonable and in other instances recommendations were made as to what were regarded as reasonable rates. In pursuance of this opinion an order was issued directing the respondent to put in force the rates held to be reasonable and to make whatever adjustment that may be required to bring intermediate rates in line with those established in the report of the Commission.

Upon the filing of tariffs conforming to the order of the Commission the case was marked closed.

## COMPLAINT DOCKET NO. 141.

JAMES THOMPSON & M. A. HANNA & COMPANY. vs. ERIE COUNTY ELECTRIC COMPANY.	}	Alleged discriminatory rates.
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Filed February 5, 1914.—Closed August 19, 1914.

The complainants alleged that, under a written agreement with the respondent, dated February 24, 1911, it was charged a certain rate for electric current for power purposes, the annual charge for such current approximating \$7,774.00; that under a new schedule of rates, issued by the respondent January 1, 1914, for the same service, its annual charge for electric current would approximate about \$2,782.37. In view of this discrepancy the complainant requested that the contract of February 24, 1911, be abrogated and that it be allowed the advantages of the new schedule of January 1, 1914. This request the respondent refused to grant.



The controversy being at issue, a hearing was held in Harrisburg, April 21, 1914, at which the question of the jurisdiction of the Commission to act upon a contract entered into between the parties before the passage of the Public Service Company Law was argued by counsel for the parties at interest.

Printed briefs were subsequently submitted for the consideration of the Commission.

Further hearings were held in Harrisburg, May 22, 1914, and June 16, 1914, at which testimony was presented and is a part of the record in the case.

After a full consideration of the testimony and other facts before it, the Commission rendered a report in which it was held that a public service company, in adopting classifications, is not limited to the methods of production, distribution and operating costs, but is authorized by the Public Service Company Law to take into account "the nature of, the use, the quantity, the time when used, etc.," and that the classification extends to the customer, his uses, requirements, etc., and that under the facts as shown by the testimony the public service company was justified in classifying its customers, and basing said classification on the varying conditions attending the service.

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### COMPLAINT DOCKET NO. 199.

WEST READING FIRE COMPANY NO. 1	}	Alleged excessive rates charged for	
vs.			water for sprinkling the streets
WEST READING WATER COMPANY.			of the borough.

Filed April 29, 1914.—Closed August 20, 1914.

The complainant alleged that the respondent has been furnishing water for street sprinkling purposes in the borough of West Reading at seventy-five per cent. of the rates charged for water furnished for household purposes, but that shortly prior to the filing of the complaint the respondent advanced the price to that charged for domestic consumption, and insisted upon the complainant installing, at its own expense, a meter upon its sprinkler.

The Commission advised the respondent that in its opinion the rate formerly charged was a reasonable one under the conditions, but that if a hearing was desired a date would be appointed.

The respondent, in its answer, submitted that the rate formerly charged was extremely low and given to the fire company as a courtesy; that the complainant's use of its fire plugs caused considerable damage, and consequent repairs, which had to be borne by the respondent; that to give a lower rate than that charged other consumers would result in its doing business at a pecuniary loss, and result in a discrimination against its other patrons.

The Commission advised the respondent that in its opinion it might insert a clause in its tariff providing for the application of a lower rate for water consumed in street sprinkling, inasmuch as the benefit derived therefrom would be participated in by the whole community.

No further advices were received from either party to the complaint, and the case was marked closed.

## COMPLAINT DOCKET NO. 212.

W. H. KALBFLEISCH  
vs.  
GETTYSBURG GAS COMPANY.

} Alleged excessive rates and inferior quality of gas.

Filed May 20, 1914.—Closed September 1, 1914.

Complaint was made against the inferior quality of gas furnished by the respondent, alleging that it was manufactured from crude oil and water alone; that a deposit was left upon the walls of rooms in which it was burned, and that an offensive odor was produced from its use. The complainant also alleged that the charge for said service was exorbitant as compared with the service furnished other towns of similar size.

In reply, the respondent denied that its gas was manufactured from crude oil and water, but averred that the same was produced by a standard method known as the "Lowe process," under which a combination of anthracite coal and gas oil is used; that the same is carefully purified and cleansed in accordance with the most modern methods. Denial was also made that the use of the gas caused a deposit upon the walls of rooms in which it was used, or that an offensive odor was produced therefrom. It further denied that its charges for service were exorbitant, as alleged.

The complaint was referred to the Chief of the Bureau of Engineering for investigation and report. After an investigation of the matters complained of the Chief of the Bureau of Engineering made certain recommendations which, in his opinion, would better the service of the respondent, which recommendations he was directed to communicate to the parties in interest.

No further advices having been received from the complainant upon the recommendations of the Chief of the Bureau of Engineering, the case was marked closed.

## COMPLAINT DOCKET NO. 246.

EDWARD G. METER  
vs.  
METROPOLITAN ELECTRIC COMPANY.

} Alleged excessive rates for electric current used for lighting and power purposes.

Filed June 30, 1914.—Dismissed September 1, 1914.

The complainant, a physician in Reading, alleged that the respondent refused to supply him with electric current except upon the execution of two contracts, one for lighting purposes, with a minimum charge of \$1 per month, and another for power purposes, with a minimum charge of \$5 per month. He further alleged that during the past six years he had been supplied with electric current at the rate of twelve cents per kilowatt. In December, 1913, the complainant decided to install a new X-ray apparatus, but before doing so consulted the respondent as to the necessary changes to be made; that a representative of the respondent advised him that the proposed new apparatus, as well as his lighting facilities, could be supplied with current from one meter, and the apparatus was installed upon this understanding. Later the respondent insisted upon the installation of two meters with the minimum charges above set forth.



The respondent, in answer, averred that the rates charged the complainant were its regular rates for the service furnished, as published and filed with this Commission, and that the same were reasonable and just.

In commenting upon the answer of the respondent the complainant alleged that the answer made no denial of the understanding had with the respondent's representative before the installation of the apparatus in question; that his principal objection was the installation of two meters, and that the rates charged were not, as averred by the respondent, "reasonable and just and not excessive."

A hearing was held in Harrisburg, at which both parties to the complaint were represented by counsel and testimony presented.

In an opinion by Commissioner Tone, adopted as the report of the Commission, after reviewing the evidence, it was held that in the opinion of the Commission the rates and practices of the respondent in this instance were just and reasonable, and an order was made directing that the complaint be dismissed.

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#### COMPLAINT DOCKET NO. 248.

JOHN LAUER	} Excessive rate for electric current	
vs.		used for lighting and power pur-
PENNSYLVANIA UTILITIES COMPANY.		poses.

Filed July 1, 1914.—Closed September 1, 1914.

The complainant alleged that he applied for electric service for use upon his farm, located about five miles from Easton; that the respondent had poles and wires running past his farm, but that it had refused to furnish the service desired unless, at his own expense, he put up a line of poles and wires from a sub-station about 1.2 miles distant, which respondent estimated would cost about \$600. This the complainant considered exorbitant.

The answer of the respondent averred that the pole line passing the complainant's farm was a high voltage line and that it was not considered good practice to serve lighting customers from a line of this character.

The complaint was referred to the Chief of the Bureau of Engineering for investigation and report. After an investigation upon the ground he reported that the placing of a low voltage line on the high tension poles was not considered good practice. Also that the revenue from the proposed connection would not pay more than the fixed charges, and that the business would therefore be done at a loss to the respondent. The recommendation of the Chief of the Bureau of Engineering that in his judgment it was inexpedient for the Commission at this time to compel the company to place low voltage wires upon the same poles with high tension wires, particularly as general rules to be adopted by the Commission will probably discourage this practice, was adopted by the Commission, and the case marked closed.

## COMPLAINT DOCKET NO. 265.

W. E. EGLI, ET AL.	}	Alleged excessive fares due to zone system of charges.
vs.		
SOUTHERN PENNSYLVANIA TRAC- TION COMPANY.		

Filed August 1, 1914.—Closed September 1, 1914.

The complainants, residents of Secane, Delaware County, alleged that the respondent, in the establishment of its fare zones, had made a fare limit point between Secane, Clifton Heights and Philadelphia, requiring two fares between those points, whereas the distance was much shorter than between any of its single fare zones, which worked a great hardship to those traveling between the places named.

The respondent, in answer, averred that while it did not feel that it was bound to change its existing fare zones yet it was willing to make a "lap-over" for people residing in Secane to enable them to travel to West Avenue, a point 2,200 feet west of its present zone limit, for one fare. In other words, persons getting on its road at Secane could get on at West Avenue and ride to its Philadelphia terminus for one fare, and persons going from Philadelphia to Secane could ride from its Philadelphia terminus to West Avenue for one fare.

This arrangement met with the hearty approval of the complainants and the case was directed to be closed.

## COMPLAINT DOCKET NO. 122.

GREENEBAUM BROTHERS & COMPANY	}	Alleged excessive commutation fare between Philadelphia and Coatesville.
vs.		
PENNSYLVANIA RAILROAD COMPANY.		

Filed January 16, 1914.—Closed September 1, 1914.

The complainant alleged that for a one-hundred trip yearly ticket, good for travel between Philadelphia and Bridgeton, New Jersey, they paid the respondent \$29.40, and for the same character of ticket, good for travel between Philadelphia and Coatesville, they paid the respondent \$37.10, notwithstanding the fact that the distance between the two latter points was only one mile more than between the two former points. These allegations were contained in a letter addressed to the Commission. The Commission advised the complainant that under its rules a formal complaint would have to be filed in order to receive the consideration of the Commission and blank forms for that purpose were forwarded.

The complaint was not prosecuted further, and was directed to be marked closed.

## COMPLAINT DOCKET NO. 115.

<p>C. D. GRENO, ET AL. vs. PITTSBURGH, McKEESPORT AND GREENSBURG RAILROAD COMPANY.</p>	}	<p>Alleged excessive rate of fare between Greensburg and Jeannette.</p>
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Filed January 6, 1914.—Dismissed September 2, 1914.

This complaint was instituted informally by the Board of Trade of Greensburg, but subsequently a formal complaint was filed by the complainants above-named, alleging an unjust and unreasonable increase in the rate of fare for street railway transportation between Greensburg and Jeannette from five cents to ten cents, averring that for eighteen years only five cents had been demanded.

In its answer, the respondent denied that the fare charged was unreasonable, but that it was made after due consideration for the purpose of fixing definite fare zones.

Subsequently a supplementary complaint was filed by the complainants above-named, in which it was alleged that the traffic over the respondent's line had increased 100 per cent. over that prevailing when the line was first constructed, and that great hardship and irreparable damage had been worked to the complainant by reason of the increased fare.

The respondent filed a supplementary answer, in which denial was made that it had transported passengers from Greensburg to Jeannette for a period of eighteen years for a five cent fare, averring that it has operated said line only since 1901, with the further averment that the fares charged are not remunerative or productive of such reasonable revenue as it is entitled to receive for such service.

The matter was referred to Commissioner Tone, who, after investigation, presented an opinion, and the case was referred to the Counsel of the Commission with instruction to advise the complainant that in the opinion of the Commission the rate of ten cents, about which complaint was made, is not excessive, and that unless the complainant had proof to the contrary the complaint would be dismissed. No further advices having been received the complaint was dismissed.

## COMPLAINT DOCKET NO. 263.

<p>G. G. MICKS vs. THE BELL TELEPHONE COMPANY OF PENNSYLVANIA.</p>	}	<p>Refusal to furnish service except upon prepayment of one year's rental.</p>
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Filed July 20, 1914.—Dismissed September 3, 1914.

The complainant alleged that the respondent refused to install telephone service in his office except upon the payment of one year's rental in advance, owing, he alleged, to the fact that upon his going into bankruptcy two years previous the respondent was a creditor to the extent of \$8. He expressed his willingness to pay one month's rental in advance, and insisted upon the same treatment as was accorded other subscribers.

The respondent replied that in view of its experience in collecting telephone bills from the complainant it felt that its requirement of a payment of one year's rental in advance was not unreasonable nor unfair.

In replication the complainant advised that he was willing to pay for the installation and also have a prominent and responsible citizen guarantee the regular payments as they became due.

Upon consideration of all the facts before it the Commission advised the respondent that in its opinion the service should be installed.

The respondent advised that it would accept the suggestion of the Commission and install the service requested, whereupon the complaint was dismissed.

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### COMPLAINT DOCKET NO. 266.

<p>S. E. CASWELL, ET AL. vs. PHILADELPHIA &amp; READING RAILWAY COMPANY.</p>	}	<p>Petition for stop at Corning, Lehigh County, of train No. 44 en route from Allentown to Philadelphia.</p>
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Filed August 7, 1914.—Dismissed September 3, 1914.

This case arose from a petition numerously signed by residents of and near Corning, Lehigh County, praying that the respondent be required to stop its train No. 44 at Corning Station en route from Allentown to Philadelphia, alleging that it would be a great convenience to persons living at or near Corning and employed at distant points to get to their work in time in the morning without being required to walk from one and one-half to two miles.

The respondent advised that it was willing to comply with the prayer of the petitioners, and that it would stop train No. 44 at Corning, as requested, said stop to take effect upon the issuance of its Fall time table.

This information was communicated to the Complainant and upon receipt of advice that the arrangement was entirely satisfactory, the complaint was dismissed.

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### COMPLAINT DOCKET NO. 185.

<p>BOROUGH OF NEW PHILADELPHIA vs. EASTERN PENNSYLVANIA RAILWAYS COMPANY.</p>	}	<p>Alleged inadequate service between Pottsville and New Philadelphia.</p>
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Filed April 10, 1914.—Closed September 3, 1914.

The Complainant alleged inadequate street railway facilities between Pottsville and New Philadelphia, in that the morning train was started at least a half hour too late for the accommodation of working people living in New Philadelphia, not permitting them time to reach their places of employment. It was also claimed that the cars were overcrowded in the evening hours.

In answer, the Respondent denied the material allegations of the complaint, and averred, on the contrary, that in its judgment the service furnished was satisfactory to the majority of the patrons of the road. It further stated that since the complaint was filed an earlier train in the morning was being operated from New Philadelphia, so that people living in that place and working in Pottsville could reach their places of employment between 6.30 and 6.45 o'clock A. M. It also denied the allegation of the complaint that working girls and working men are required to stand for eight or ten miles, averring that the distance traversed was only 5.8 miles.

A copy of the Respondent's answer was sent to the Complainant April 30, 1914, and no response having been made thereto or the case prosecuted further, on August 4, 1914, the Commission directed that it be marked closed.



## COMPLAINT DOCKET NO. 241.

JOHN KORB  
vs.  
SHEFFIELD & TIONESTA RAILROAD  
COMPANY.

} Rate on shipment of household  
goods from Tionesta, Forest  
County, to Warren, Warren  
County.

Filed June 24, 1914.—Closed September 12, 1914.

The allegation was made that on a shipment of household goods from Wil-Jourine Station (Tionesta) to Warren, the complainant was charged \$27.60 whereas before making the shipment the agent of the Pennsylvania Railroad Company at Warren gave him a rate of 21 cents per 100 pounds, and that the agent of the Sheffield and Tionesta Railroad Company advised him to take a whole car for \$6.00 from Tionesta to Sheffield and then pay the Pennsylvania Railroad Company whatever their rate was from Sheffield to Warren, which, he thought, would be \$9.60. Upon the arrival of the goods he was obliged to pay \$27.60, \$13.80 of which was for the haul from Tionesta to Sheffield, a distance of 39 miles, and an equal amount for the haul over the Pennsylvania Railroad from Sheffield to Warren, a distance of 12 miles.

Answering the complaint, the Sheffield and Tionesta Railroad Company averred that when the complainant asked for the rate in question he stated that the shipment would move about April 1st; that that was the time when the joint rates were to go into effect; that the respondent was unable to quote him an authentic rate further than Sheffield, and that the shipment was accepted as of Nebraska, Pennsylvania, rate basis on household goods which was 10 cents per 100 pounds less than carload lots.

The Pennsylvania Railroad Company, in answer, averred that its published tariff on household goods from Nebraska to Struthers (Warren) was, first class, 26 cents per 100 pounds, and, second class, 23 cents per 100 pounds; that this shipment was billed at the minimum weight of 12,000 pounds, or \$27.60 for the entire car, as this was cheaper than forwarding the same at less than carload rates of 26 cents per 100 pounds for the actual weight of 10,700 pounds, and that, in its judgment, the rate charged was fair and reasonable, considering the service performed.

The matter was referred to the Bureau of Rates and Tariffs of the Commission, which reported that from tariffs on file it appeared that there was a local joint rate of 5 cents per 100 pounds from the point of origin to Sheffield and a rate of 12 cents per 100 pounds from Sheffield to Struthers (Warren), the point of destination, making a total rate of 18 cents per 100 pounds, and suggested that the carriers should voluntarily reduce the charges to that basis without a formal order of the Commission.

Upon receipt of advice from the respondent that a refund of \$6.00 had been made to the complainant, the case was marked closed.

## COMPLAINT DOCKET NO. 240.

E. T. WHILDIN  
vs.  
CENTRAL RAILROAD COMPANY OF  
NEW JERSEY.

} Train connection at Tamaqua with  
trains of the Philadelphia &  
Reading Railway Company.

Filed June 19, 1914.—Closed September 16, 1914.

Complaint was made against the delay at Tamaqua in the shipment of milk from points on the line of the Philadelphia & Reading Railway Company to



Lansford, on the line of the Central Railroad Company of New Jersey, because of the fact that the morning train of the respondent, carrying milk, left Tamaqua before the arrival of the milk train of the Philadelphia and Reading Railway Company.

In answer, the respondent averred that formerly the train in question connected with the train of the Philadelphia & Reading Railway Company at Tamaqua, but that under a recent schedule the train did not make this connection; that the new schedule was the result of careful study and was thought to be for the improvement of the service generally, and that in any event the amount of milk and other perishable goods transported on this train was so inconsiderable that there was little necessity for the train in question to await the arrival of the train of the Philadelphia & Reading Railway Company at Tamaqua.

The Commission requested the complainant to furnish it with further information as to the amount of perishable commodities handled daily.

The complainant failed to make reply to the Commission and the case was marked for lack of prosecution.

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### COMPLAINT DOCKET NO. 269.

<p>B. F. SMITH vs. ADAMS EXPRESS COMPANY.</p>	}	<p>Alleged that respondent is engaged in the retail fish business to the detriment of respondent.</p>
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Filed July 3, 1914.—Closed September 16, 1914.

The complainant alleged that the respondent was engaged in retailing fresh fish at Bedford in competition with regular fish dealers, at prices with which the dealers could not compete.

The respondent denied that it was in the retail fish business but admitted that some shipments from Baltimore had to be disposed of when refused by the consignees.

A copy of the respondent's answer was forwarded to the complainant, but as he did not prosecute the case further it was marked closed for lack of prosecution.

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### COMPLAINT DOCKET NO. 222.

<p>D. M. RODEFFER vs. LEHIGH VALLEY TRANSIT COMPANY.</p>	}	<p>In re fare between Norristown, Montgomery County, and Perk- kasie, Bucks County.</p>
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Filed May 27, 1914.—Closed September 16, 1914.

The complainant alleged that he was charged an extra fare for himself and son between Perkasio and Norristown notwithstanding the fact he presented ticket covering limited rate.

In answer, the respondent advised that its conductor, in collecting ten cents more for each passenger, was in error; that it would immediately make the proper refund to the complainant, and issue instructions to its conductors to be more careful in the future.

As the action of the Respondent removed the cause of complaint, the case was marked closed.

## COMPLAINT DOCKET NO. 183.

<p>FINDLAY CLAY POT COMPANY</p> <p>vs.</p> <p>BALTIMORE &amp; OHIO RAILROAD COM- PANY.</p>	}	<p>Alleged excessive rate for switching charge.</p>
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Filed February 25, 1914.—Closed September 17, 1914.

This complaint arose from an alleged increase from \$2 to \$5 per car for switching from the works of the complainant to the plant of the Hazel-Atlas Glass Company, a distance of 1,200 feet.

Answering the complaint, the respondent averred that its switching charge was in accord with its published tariff; that it corresponded with charges for similar service along its line of road, and that, in its judgment, the same was not unreasonable or unjust.

The case was referred to the Chief of the Bureau of Rates and Tariffs of the Commission for investigation and report. After an investigation the Chief of said Bureau suggested that a hearing be held.

A date of hearing was fixed, but, at the request of counsel for the complainant, was postponed to a later date. Subsequently the Commission was requested that leave be granted to withdraw the complaint without prejudice. This request was granted.

## COMPLAINT DOCKET NO. 259.

<p>EDGAR J. SHEEHAN</p> <p>vs.</p> <p>CITIZENS LIGHT, HEAT AND POWER COMPANY.</p>	}	<p>Failure to furnish service.</p>
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Filed July 31, 1914.—Closed September 28, 1914.

The complainant alleged that he had requested the respondent to install electric service in his residence in the city of Johnstown on May 14, 1914, but up to the time of the filing of his complaint, July 31, 1914, although he had agreed to pay for the service line from the feed line to his residence, the respondent had made no response to his request.

The answer of the respondent admitted the allegations of the complaint, except the allegation that the complainant agreed to pay for the service line. It further averred that to extend the service to the residence of the complainant required a line of 395 feet of wire, and the placing of three additional poles, permits for the location of which had to be secured from the city officials and the location designated by the Commissioners of Streets, which, together with other contingencies, caused delay. It averred that the complainant had been notified that his order for service had been accepted and would be filled as soon as possible, and that before the receipt of the copy of the complaint the service had actually been installed. It asked therefore that the complaint be dismissed.

Honorable Joseph Cauffiel, Mayor of the City of Johnstown, commented upon the answer of the respondent, alleging that the respondent was taking advantage of Mr. Sheehan's complaint by extending the service line to his residence before filing its answer with the Commission.

A date for hearing was appointed, but subsequently a communication was received from the Honorable Joseph Cauffield, acting for the complainant, stating that as the cause of complaint had been removed, there was no necessity for a hearing, and the case was marked closed.

## COMPLAINT DOCKET NO. 223.

W. C. MUSSER  
 vs.  
 LEWISTOWN-REEDSVILLE WATER  
 COMPANY.

} Alleged excessive rate for fire plug.

Filed May 30, 1914—Withdrawn October 1, 1914.

Complaint was made against a charge of \$2.00 per annum for a fire plug in the Borough of Reedsville. The complainant also alleged that his property had been damaged by fire because of the lack of the respondent's water pressure.

The respondent, answering, averred that the complainant was charged nothing whatever for a fire plug. It averred that prior to, and at the time of, the consolidation of the Lewistown Water Company and the Reedsville Water Company, forming the present corporation, the rates of the former company were \$6 per annum for a kitchen spigot, and those of the latter company were \$7 per annum for the same service, the water company in Reedsville, however, installing the fire service without specific charge therefor. It averred that the charges assessed against the complainant were identical with those charged other patrons for the same service, and were in accordance with its published tariffs.

A copy of the answer of the respondent was forwarded to the complainant for comment, and in reply he advised that he did not have the financial means to prosecute the case to a hearing and was willing that the complaint be considered withdrawn.

## COMPLAINT DOCKET NO. 197.

CHARLES L. DALLAS, ET AL.  
 vs.  
 PENNSYLVANIA RAILROAD COMPANY.

} Petition against removal of station  
 agent at Wolfsburg, Bedford  
 County.

Filed April 9, 1914.—Dismissed October 6, 1914.

This complaint was in the nature of a petition numerously signed praying that the agent of the respondent at Wolfsburg be not removed, as contemplated, alleging that great inconvenience would ensue in the event of such action being taken, because of the amount of incoming and outgoing freight handled at said station.

In answer, the respondent admitted its intention to discontinue the aforesaid station as an agency station, but averred that it intended to continue the station for the accommodation of passengers and shippers as a non-agency station, the respondent's reason for discontinuing the agency station being that the receipts derived from business at said station did not justify its continuance.

A representative of the Commission was directed to make a personal inspection of the conditions existing at the point in question.

Considerable correspondence passed between the parties to the complaint and the Commission and finally a hearing was held in Harrisburg, at which testimony was presented.

In a report filed by the Commission, after a review of the testimony presented and other facts before it, it was held that the evidence showed that the income of the respondent from the station at Wolfsburg is not sufficient to justify it in maintaining a regular agent and that apparently the only cause for complaint is the inability to receive inbound freight unless the charges had been prepaid by the shipper.

The complaint was directed to be dismissed.



## COMPLAINT DOCKET NO. 237.

JOSEPH CAUFFIEL, ET AL.	}	Alleged excessive minimum charges.
vs.		
CITIZENS LIGHT, HEAT & POWER		
COMPANY.		

Filed June 17, 1914.—Dismissed October 6, 1914.

The complainant, the Mayor of Johnstown, alleged that the respondent made an excessive charge for the installation of meters, which particularly affected the working class of people of that community. Complaint was also made against the increased minimum rate for service then in effect.

The respondent, in reply, admitted that its monthly minimum charge for electric energy had been increased from 50 cents to \$1, effective October 1, 1913, but that the charge was considered to be just and reasonable, being only sufficient to cover the cost of maintaining the service its customers required and which the respondent must be in readiness to supply. The allegation that the charge for the installation of meters was exorbitant was denied.

The case being at issue, a hearing was held in the rooms of the Commission at Harrisburg, at which Mr. Cauffield was present and the respondent represented by counsel, and testimony introduced. Subsequent to the hearing briefs were filed by both parties to the complaint.

Before a decision was reached by the Commission a petition signed by several hundred citizens of Johnstown was received, praying for favorable action upon the complaint by the Commission.

In an opinion by the Commission it was held that it was not shown by the evidence that the rates or practices of the respondent were unjust or unreasonable, and the case was dismissed.

## COMPLAINT DOCKET NO. 254.

J. J. McENTEE, ET AL.	}	Petition for the establishment of a crossing at point near Rutherford Yards known as "Transfer Sheds."
vs.		
PHILADELPHIA & READING RAILWAY		
COMPANY.		

Filed June 23, 1914.—Closed October 8, 1914.

This was in the form of a petition praying for the establishment of an overhead foot bridge across the tracks of the respondent at a point known as "Transfer Sheds," near Rutherford Station. The allegation was made that at this point there are nine tracks; that there are always standing cars and a great deal of shifting; that the nearest crossing is one mile east of the point in question and another one and one-half miles west; that men, women and children cross the tracks at this point, sometimes crawling under and over the cars with baskets and other packages in preference to walking to one of the regular crossings.

The respondent, in answer, admitted the allegations of the complaint, but averred that the closing of the crossing formerly existing at said point was done by legal authority; that it has expended large sums of money in the extension of its yards; that the complainants are not lawfully entitled to demand that the respondent shall

erect an additional overhead bridge in the location indicated, and that in any event such a bridge would be utilized by a very small number of persons, and asked that the complaint be dismissed.

A copy of the respondent's answer was sent to the complainants for comment, and no further advices having been received from them, the case was marked closed for lack of prosecution.

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### COMPLAINT DOCKET NO. 285.

<p>W. R. GRUBB, ET AL.  vs.  BANGOR ELECTRIC LIGHT, HEAT &amp;  POWER COMPANY, ET AL.</p>	}	<p>Discontinuance of steam heating  service in Bangor, Northampton  County.</p>
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Filed September 26, 1914.—Closed October 8, 1914.

This complaint arose upon the petition of numerous citizens of the Borough of Bangor, in which it was alleged that the steam heating service which they had enjoyed for a number of years, and upon which they were entirely dependent, had been discontinued; that cold weather could be expected any day, and they were unprepared for procuring heat in any other way than that provided by the respondent, and requested that an order be made restoring to them the service which they had formerly received.

The respondent, in answer, denied its legal obligation to supply the service in question, and that if required by the Commission to furnish steam heat from its present plant in Bangor, it will be impossible to furnish the consumers of electric current for light and power with adequate service.

The case being at issue, a hearing was held in Philadelphia, at which testimony was presented.

In an opinion the Commission held that it was the duty of the Pennsylvania Utilities Company (one of the respondents) and the Bangor Steam Heating Company to continue the supply of steam heat to the complainants and an order was issued accordingly.

From the order of the Commission the respondents entered an appeal to the Court of Common Pleas of Dauphin County. At the time of the writing of this report no decision had yet been reached by said court.

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### COMPLAINT DOCKET NO. 177.

<p>C. A. JAYNE, ET AL.  vs.  LEHIGH VALLEY RAILROAD  COMPANY.</p>	}	<p>Petition for station facilities at  Skinner's Eddy, Wyoming  County.</p>
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Filed March 4, 1914.—Dismissed October 8, 1914.

This complainant arose upon a petition signed by nearly 1,000 persons praying for the re-establishment of the railroad station at Skinner's Eddy, Wyoming County, on the line of the Lehigh Valley Railroad, alleging that said station was an important one from the fact that great quantities of produce and other merchandise were shipped from that point, and that its discontinuance had resulted in great inconvenience to the persons living in that vicinity.



In its answer, the respondent averred that the station at Skinner's Eddy was closed April 1, 1911, because of the fact that there was not sufficient business to justify its continuance.

The case was referred to Commissioner Wright for hearing at such time and place as may be designated by him. A hearing was held before Commissioner Wright at Skinner's Eddy, June 30, 1914, at which testimony was presented.

The parties to the complaint finally reached an understanding by which the respondent agreed to erect a freight and passenger station at Skinner's Eddy, install a telephone, and establish a non-agency station. As this agreement satisfied the complaint the same was dismissed.

### COMPLAINT DOCKET NO. 142.

ELMER E. JONES

vs.

PHILADELPHIA AND WESTERN RAIL-  
WAY COMPANY.

} Alleged inconveniently high steps on  
cars.

Filed February 6, 1914.—Closed October 8, 1914.

The complainant alleged that the steps on the cars operated by the respondent were unduly high, causing great inconvenience to those endeavoring to board said cars, particularly at Norristown, where they are compelled to board the cars from the street, and ask that the Commission order such relief as would remedy the difficulty.

The Respondent denied that the steps upon its cars were too high, but averred that it was willing to meet the desires of its patrons if possible and had tested several folding steps, none of which proved practical but that it had now a device under consideration which, it was thought, would remedy the trouble complained of. It further averred that Norristown was the only place where passengers were compelled to board the train from the street, other stations being provided with platforms, which reduced the height of the step.

The matter was referred to the Investigator of Accidents of the Commission for investigation and report. The report of the Investigator of Accidents recommended that if a box step, such as used by Pullman Companies, be provided by the Respondent, in his judgment the cause of complaint would be removed. His suggestion was adopted by the Respondent and apparently removed the cause of complaint, as nothing further was heard from the complainant, and the case was marked closed.

### COMPLAINT DOCKET NO. 276.

THE GOOD SHEPHERD HOME

vs.

LEHIGH VALLEY LIGHT AND POWER  
COMPANY.

} Alleged excessive rate for power  
service.

Filed August 25, 1914.—Dismissed October 10, 1914.

The Complainant, a charitable institution in the City of Allentown, alleged that by a verbal agreement with one of Respondent's officials the Respondent had agreed to furnish electric power for a proposed laundry for a flat rate of \$50 per annum: that upon that understanding an electric driven apparatus was installed in the said

laundry and electric power furnished by the respondent, that said laundry was operated by electric power for a period of six months, when the Respondent rendered a bill in excess of the agreed amount, at the same time acknowledging the existence of the verbal agreement, but alleging that it was unable to comply with the same by reason of the Public Service Company Law.

The Respondent denied that it had persuaded any representative of the Complainant to use electric energy to operate the machinery installed in its laundry, or that it entered into any verbal agreement to furnish sufficient electric energy to operate said laundry three times a week for a given period for not exceeding \$50 per annum. It further averred that while it sold the Complainant an electric motor, it did not install the same. The Respondent admitted that an estimate of the cost for electric power was made by it, at the request of the Superintendent of the Home, upon the basis of three hours a day, three days a week, but that upon testing the service it was found that upon one occasion the current was used ten hours in one day, and upon another occasion about eight hours. It averred that the rates charged were its regular published rates.

The complaint was referred to Commissioner Brecht for investigation and report. The opinion of the Commission held that the public service company was required to charge the Complainant the rates set forth in its schedules and tariffs filed and posted, in the absence of any evidence that said rates were unjust and unreasonable, and the complaint was dismissed.

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### COMPLAINT DOCKET NO. 172.

JOHNSTOWN TELEPHONE COMPANY	} Petition for interchange of service.
vs.	
WINDBER TELEPHONE COMPANY.	

Filed March 19, 1914—Withdrawn October 11, 1914.

The Complainant petitioned the Commission to restore an interchange of service between the Windber Exchange of the respondent company and the Johnstown Exchange of the complaint, alleging that its discontinuance had worked a hardship to the patrons of both companies.

Answering the complaint, the respondent denied the material allegation of the complaint, averring that the respondent's line and the lines of the companies with which it has an agreement for interchange of service reached the localities served by the complainant, and that through these connecting lines service is rendered to all of the localities in question.

Subsequently counsel for the complainant advised the Commission that an effort was being made to adjust the differences existing between the parties, and requested that the matter be held in abeyance.

A hearing was appointed for September 1, 1914, and upon the request of counsel for both parties the same was postponed until October 6, 1914.

Subsequently, under date of October 3, 1914, counsel for the complainant advised the Commission that the matters in controversy had been satisfactorily adjusted, and requested that the petition be withdrawn, which request was granted.

## COMPLAINT DOCKET NO. 257.

M. S. HOTTENSTEIN

vs.

THE BELL TELEPHONE COMPANY OF  
PENNSYLVANIA.} Alleged excessive rate for service  
for a period of less than one year.

Filed July 20, 1914.—Closed October 17, 1914.

Complaint was made against the alleged excessive charge for telephone service for a period of less than one year. The complainant alleged that for two months' telephone service he was charged \$14.50 for a residence telephone, the regular charge for a period of one year or more being \$24 per annum.

In answer, the respondent averred that the charge made to the complainant was in accordance with its regular published tariff and was the result of its experience in handling "short term" service; that the expense of connecting and later disconnecting the station after making due allowance for the re-use of the wiring and apparatus for six months of 1914 in the Harrisburg district aggregated approximately \$11.70 for each main station, and that therefore the rate charged the complainant was not excessive or unjust.

A copy of the answer of the respondent was forwarded to the complainant, and as he failed to prosecute the case further it was marked closed.

## COMPLAINT DOCKET NO. 249.

S. HERMAN ZOOK

vs.

WEST KISHACOQUILLAS TURNPIKE  
ROAD COMPANY.} Alleged excessive rates and poor  
condition of road.

Filed July 4, 1914.—Closed October 20, 1914.

The complainant alleged that the respondent is the owner of a turnpike road in Brown Township, Mifflin County, some four and one-half miles in length; that the condition of said turnpike is such as to make traveling thereover dangerous, and that the rates of toll charged for the use of said road are unreasonable and unjust for the service afforded.

The respondent, in answer, denied all of the allegations of the complaint and requested that a hearing be held in Lewistown.

The Commission directed the Investigator of Accidents to make an inspection of the premises, which inspection was made July 29, 1914. The report of the Investigator of Accidents set forth that the condition of the road is not of such character as to justify the charges assessed, due particularly to the lack of proper drainage, and recommended that a hearing be held, which recommendation was adopted by the Commission.

A hearing was accordingly held, at which testimony was presented by both parties in interest.

The report of the Commission, after reviewing the evidence presented at the hearing, held that the rates charged by the respondent were reasonable and lawful.

The respondent, however, in the opinion of the Commission, had not performed its full duty in maintaining the turnpike road, and it was ordered by the Commission to at once make certain changes and improvements in the road, looking to the safety and convenience of the public.

## COMPLAINT DOCKET NO. 179.

CLEARFIELD BREWING COMPANY  
vs.  
CLEARFIELD WATER COMPANY.

} Alleged excessive rates for water.

Filed March 31, 1914.—Withdrawn October 21, 1914.

Complaint was made that the respondent had put into effect January 1, 1914, rates for water service which were considered unfair and unreasonable, and prayed that the rates formerly in force be restored.

The respondent answered that the rates charged for water service prior to January 1, 1914, were too low to give an adequate return to the company for the service rendered, and ask that the complaint be dismissed.

A hearing was appointed to be held in Harrisburg, October 6, 1914, of which the parties were given notice. In response to the notice of said hearing, the complainant's counsel advised the Commission that it desired to withdraw the complaint. The Commission directed the Secretary to notify the complainant that, taking into consideration the rates charged by other similar public service companies in other parts of the state, it was of the opinion that the rates charged by the respondent did not appear excessive unless there were conditions existing in this case which would give the respondent an advantage over other similar companies, in which event a subsequent date for hearing would be appointed.

In a subsequent communication from the complainant's counsel request was made that permission be granted to withdraw the complaint, which request was granted.

## COMPLAINT DOCKET NO. 180.

CLEARFIELD HOTEL COMPANY  
vs.  
CLEARFIELD WATER COMPANY.

} Alleged excessive rates for water.

Filed March 31, 1914—Withdrawn October 21, 1914.

Complaint was made against an alleged increase of 33 1-3% in the rate for water service furnished the complainant over the rate existing prior to January 1, 1914.

Answering the complaint, the respondent averred that the rate charged for water service prior to January 1, 1914, was too low to render a fair return for the service performed; that the rate effective January 1, 1914, was fair and reasonable, and ask that the complaint be dismissed.

In a communication received from counsel for the complainant request was made that the complaint be withdrawn, which request was granted.

Subsequently a further communication was received from counsel for the complainant advising that the parties to the complaint were unable to come to an agreement, and requested that the complaint be reopened, which request was granted.

A hearing was appointed to be held in Harrisburg, October 6, 1914, of which notice to the parties was given.

Prior to the date of said hearing counsel for the complainant advised the Commission that complainant would not be present or represented at the hearing. The Secretary advised the complainant that in the Commission's opinion it called for a large supply of water: that the supply furnished reduced its insurance rates, and that the



rates charged did not seem excessive, but that if the complainant desired to further prosecute the complaint, a hearing would be appointed at a subsequent date. A date for hearing was appointed to be held in Harrisburg, October 23, 1914.

Upon the receipt of a communication from counsel for the complainant requesting that permission be granted to withdraw the complaint, the request was granted.

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### COMPLAINT DOCKET NO. 290.

HENRY W. FUSSELMAN  
vs.  
PHILADELPHIA & READING RAILWAY  
COMPANY.

} Siding facilities at Spring Creek,  
Lehigh County.

Filed October 16, 1914.—Withdrawn November 5, 1914.

The complainant alleged that himself, as well as other farmers, shippers of produce, are greatly inconvenienced in the loading of their product by reason of insufficient siding facilities at Spring Creek, on the line of the respondent's road.

A copy of the complaint was sent to the respondent for answer, but before the receipt of a formal answer the complainant advised that the respondent had removed the cause of complaint, and asked permission to withdraw the same, which permission was granted.

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### COMPLAINT DOCKET NO. 176.

WHITEHALL CEMENT MANUFACTUR-  
ING COMPANY  
vs.  
PHILADELPHIA & READING RAILWAY  
COMPANY  
LEHIGH VALLEY RAILROAD COM-  
PANY.

} Alleged excessive rate on limestone  
from Annville to Cementon.

Filed March 25, 1914.—Dismissed November 5, 1914.

It was alleged that the complainant owned a quarry at Annville, from which it produced limestone for the manufacture of cement at its plant at Cementon, said limestone being transported over the lines of the respondent companies, for which transportation the respondents assessed a charge of 67 cents per net ton, or 75 cents per gross ton, for a haul of 75 miles, which charge, it was alleged, is unjust and unreasonable, and subjected the complainant to undue and unreasonable prejudice and disadvantage with respect to the manufacture of cement as compared with the transportation of limestone between other points under substantially similar conditions.

The respondents denied that the rates charged are unjust or unreasonable and in violation of the Public Service Company Law.

Copies of the answer of the respondents were sent to the complainant, which requested that a hearing be held.

A date for hearing was appointed for June 18, 1914. At the request of the Assistant General Solicitor of the Philadelphia and Reading Railway Company this hearing was postponed to September 8, 1914, and all of the parties notified accordingly. Under date of September 5, 1914, counsel for the complainant asked that the case be further postponed because of the temporary absence of one of his important witnesses. This request was granted, and October 20, 1914, fixed as the date for hearing. Subsequently the date for hearing was further set back to November 6, 1914.

Under date of October 28, 1914, a stipulation, signed by all of the parties in interest, was filed agreeing that the complaint be dismissed without prejudice. This was accordingly done.

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### COMPLAINT DOCKET NO. 216.

<p>GEORGE M. PHILIPS vs. THE BELL TELEPHONE COMPANY OF PENNSYLVANIA.</p>	}	<p>Alleged discrimination in refusing to attach a coin box for use on long distance calls.</p>
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Filed May 21, 1914.—Withdrawn November 11, 1914.

The complainant, the principal of the State Normal School at West Chester, alleged that up to two or three years ago he had an arrangement with The Bell Telephone Company by which the telephone in the school could be used for toll calls only placing the proper coin in the coin box connected with the machine, but that the local management refused to continue this arrangement and insisted upon throwing the local telephone open to pay calls on demand, this arrangement proving very unsatisfactory to the management of the school, as it was impossible to fix the responsibility for toll calls.

The respondent replied that the coin collecting device was objectionable when attached to the telephone of a flat rate subscriber and was not encouraged. It is stated that the Normal School was the only subscriber which enjoyed this special arrangement, and since this type of service was not offered to other subscribers, it was therefore discriminatory.

The complaint was referred to Commissioner Brecht for investigation.

Subsequently a communication was received from the complainant advising that the respondent had agreed to remove the cause of complaint and that the service was now entirely satisfactory to him. Permission was granted the complainant to withdraw the complaint.

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### COMPLAINT DOCKET NO. 174.

<p>BOROUGH OF LEWISTOWN vs. PENN CENTRAL LIGHT &amp; POWER COMPANY.</p>	}	<p>Alleged excessive and discrimina- tory rate for electricity.</p>
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Filed March 21, 1914.—Dismissed November 16, 1914.

The Borough of Lewistown, by the chairman of its light committee, alleged discriminatory and excessive rates for electric current for domestic and business purposes.

In answer, the respondent denied that the rates charged the residents of Lewistown were either discriminatory or excessive.

Subsequently a petition numerously signed by residents of Lewistown, protesting against the alleged excessive rates for electric service, was filed with the Commission.

A hearing upon the complaint was held in the rooms of the Commission at Harrisburg, July 21, 1914, at which testimony was presented, both parties being represented by counsel.

In a report filed, after reviewing the evidence and other facts before it, the Commission held that, in view of the circumstances, the rates of the respondent in the Borough of Lewistown are just and reasonable, and directed that the complaint be dismissed.

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### COMPLAINT DOCKET NO. 99.

THE CARPENTER STEEL COMPANY	}	Service and rates.
vs.		
METROPOLITAN ELECTRIC COMPANY.		

Filed December 17, 1913.—Closed November 17, 1914.

Complaint was made that the respondent, upon the expiration of a contract with the complainant for furnishing electric current at the latter's steel plant in Reading, offered for execution by the complainant a new contract, the terms of which the complainant deemed restrictive, and provided rates which, it alleged, were excessive.

A copy of the complaint was forwarded to the respondent for answer, and in reply it advised that a change in its management had recently taken place, and it was hoped that the differences existing could be amicably adjusted between the parties.

The complainant also requested that, for the reasons stated by the respondent, further action in the matter be suspended so that opportunity might be afforded for an amicable adjustment.

As no further advices were received, it was assumed that a satisfactory adjustment had been consummated, and the case was marked closed.

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### COMPLAINT DOCKET NO. 272.

LEE M. BYRNE, et al	}	Petition for the establishment of regular freight and passenger service on line running from Martin Station, Fayette County; Pennsylvania, to a point in Monongalia County, West Virginia.
vs.		
MONONGAHELA RAILROAD COMPANY		
and		
PITTSBURGH AND LAKE ERIE RAILROAD COMPANY.		

Filed August 17, 1914.—Closed November 17, 1914.

A petition numerously signed by citizens of Fayette and Greene Counties complained that although the respondent's railroad between Martin Station, Pennsylvania, and a point in West Virginia, has been completed for more than a year, the respondents have operated some freight trains for the transportation of coal

and coke, but no service has been afforded for the carrying of general merchandise, and prayed for an order by the Commission for the establishment of a general freight and passenger train service upon respondents' line.

In answer, the respondents denied the allegation that they had constructed a line of railroad between the points above named, averring that the Monongahela Railroad Company had constructed an extension of its railroad from Martin Station, Fayette County, Pennsylvania, southwardly, a distance of about six miles, to a point also in Pennsylvania on the state-line of West Virginia, but that said extension was not yet completed, and it being still without adequate facilities, is not prepared at the present time to furnish general transportation facilities to the public. The averment was also made that the citizens of Fayette and Greene Counties were not greatly inconvenienced, as alleged in the complaint, by reason of the fact that no freight or passenger trains are operated over said railroad.

In commenting upon the answer of the respondents the complainant denied the averments of the answer and asked that a date for hearing be appointed. A date for hearing was appointed to be held in Pittsburgh, but before the time for the hearing had arrived counsel for the complainants advised the Commission that the complainants would not be present or represented at the hearing, and the same was cancelled and the case marked closed for lack of prosecution.

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### COMPLAINT DOCKET NO. 45.

HORACE A. KEEFER

vs.

THE BELL TELEPHONE COMPANY OF  
PENNSYLVANIA,  
EAST HANOVER TELEPHONE COM-  
PANY.

} Alleged refusal to furnish telephone  
service.

Filed September 24, 1913.—Closed November 17, 1914.

The complainant alleged that The Bell Telephone Company refused to install service at his farm except upon the condition that he construct and maintain a line from the city limits of Harrisburg.

The respondent answered that to serve the complainant it would be necessary to construct eight miles of wire on existing poles and approximately two miles of pole line and circuit; that it had made a thorough canvass of the neighborhood of the complainant, and that only two families were found who would contract for service; that under these conditions the income from the business would not compensate for the expenditure necessary to be made; that it had offered the complainant the same proposition as is offered to other persons similarly situated in localities remote from telephone facilities, of giving him service under rural line plans, whereby he and at least five others will provide their own facilities from their locality to the next point at which such circuit facilities are available on the line of the respondent.

The East Hanover Telephone Company took practically the same position as The Bell Telephone Company, offering him service if he would construct a line from his farm to a connection with its lines.

Subsequently the Commission was advised that The Bell Telephone Company, having secured a sufficient number of subscribers in the vicinity of the complainant's farm, was willing to put in the line asked for. The cause of complaint having been thus removed, the case was marked closed.



## COMPLAINT DOCKET NO. 245.

C. C. FISCUS	}	Train service to and from Allentown.
vs.		
PHILADELPHIA & READING RAILWAY		
COMPANY.		

Filed June 29, 1914.—Dismissed November 19, 1914.

The complainant alleged inadequate passenger service on the respondent's East Penn Branch between Allentown and Reading; that as a merchant living in Mertztown (between Allentown and Reading) he is compelled to use the respondent's line in business visits to New York City; that the service afforded is such that it frequently occurs, returning from New York, he is compelled to remain over night at Reading, when the New York train is late and misses connection at Reading, and that many others living upon the branch in question are similarly inconvenienced.

The Chamber of Commerce of Allentown, by resolution, unanimously adopted, also joined in the complaint, alleging that the schedule of the respondent then in force discriminated against Allentown merchants in favor of Reading merchants because of the better facilities afforded persons along the branch to shop in the latter city.

In answer, the respondent denied the material allegations of the complaint, averring the impracticability of stopping through express trains between New York and Philadelphia and Harrisburg at the small stations along the East Penn Branch, which, if done, would render the trains merely local trains and impair their value to through passengers.

A hearing upon the complaint was held in Harrisburg September 15, 1914, at which both parties were represented by counsel and testimony presented.

In an opinion written by Commissioner Brecht, and adopted as the report of the Commission, after reviewing the evidence, it was held that, in the opinion of the Commission, the service maintained by the respondent on its East Penn Branch is adequate, and the complaint was dismissed.

## COMPLAINT DOCKET NO. 288.

JOHN L. BENDELL	}	Petition to restore service of the 5:26 o'clock A. M. train from West Chester to Philadelphia.
vs.		
PENNSYLVANIA RAILROAD COMPANY.		

Filed October 13, 1914.—Dismissed November 24, 1914.

The complainant, a resident of Green Hill, Chester County, employed in the City of Philadelphia, alleged that the respondent had discontinued its train leaving West Chester at 5:26 o'clock A. M., leaving commuters without train service to get to their employment in Philadelphia before 7 o'clock A.M.

Answering the complaint, the respondent admitted the discontinuance of the train in question, but denied that this action left commuters with no means of getting to their employment in Philadelphia by 7 o'clock A. M.; that the discontinuance of said train was the result of a re-arrangement of its schedule which had seemed advisable from an economic standpoint; that the train in question was

operated at a loss; that there was available service over the Media Division of the Philadelphia, Baltimore and Washington Railroad Company by a train leaving West Chester at 5:35 o'clock A. M. and arriving at Philadelphia at 6:49 o'clock A. M., and asked that the complaint be dismissed.

Replying to the answer of the respondent the complainant averred that Green Hill was three miles from West Chester, and that he lived one-half mile from the station at Green Hill, so that the service furnished by the Philadelphia, Baltimore and Washington Railroad Company was not available to him.

The Commission requested the respondent to furnish it with statistics as to the number of passengers carried on the train in question before its discontinuance, and in response thereto it advised the Commission that in a test made August 18, 1914, it was found that eight passengers boarded the train between West Chester and Paoli.

After a careful consideration of the facts before it the Commission advised the complainant that in its opinion, there was not sufficient patronage on the train in question to warrant it in recommending the re-establishment of the service petitioned for, and the complaint was marked dismissed.

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### COMPLAINT DOCKET NO. 250.

BOROUGH OF EAST CONEMAUGH

vs.

THE CONEMAUGH & FRANKLIN  
WATER COMPANY.

} In re rates and service.

Filed July 9, 1914.—Withdrawn December 2, 1914.

The Borough of East Conemaugh, by its Burgess, complained that the quality of the water furnished by the respondent was unwholesome, unsanitary and altogether unfit for domestic purposes; that the supply was inadequate in the summer months, and that the rates charged for the service furnished were exorbitant and excessive.

The respondent, answering the complaint, admitted that the water supply may contain sediment in solution, but whatever sediment there may be was not deleterious or harmful in the quantities in which it was present in the water.

The respondent denied the allegation that its supply was inadequate, but averred that when certain contemplated improvements were completed its supply would be adequate for all demands upon it.

The allegation as to the contamination of the water was denied, and the averment made that the contributory streams were kept in a sanitary condition under the supervision of the State Board of Health.

A copy of the respondent's answer was sent to the complainant, and after a lapse of some time a communication was received to the effect that the respondent was supplying an adequate and reasonable supply of pure water, and advised that for the present it did not desire to prosecute the case further. The complaint was accordingly withdrawn.

COMPLAINT DOCKET NO. 225.

STROUDSBURG & BUSHKILL TELE-  
PHONE COMPANY  
vs.  
POCONO TELEPHONE COMPANY.

Alleged encroachment of right-of-way and construction of line without permission of the Commission.

Filed June 1, 1914.—Closed December 2, 1914.

The petition of the complainant represented that for a number of years it had maintained a telephone line between Stroudsburg and Mount Pocono and during that time had accommodated all demands for service to persons residing along its line, but that said operation had been at a financial loss; that the respondent (an unincorporated company) had constructed a telephone line between Stroudsburg and Tannersville, the latter being a intermediate point, and that its facilities cross the facilities of the complainant at least twenty times without proper clearances, thus endangering the service of the complainant, and also that, as the country through which the lines are operated is sparsely settled, the necessity for two telephone lines did not exist.

The respondent's answer denied the necessity for additional telephone service in the locality proposed to be supplied. It admitted that it was not an incorporated company; that they were not engaged for profit, but for furnishing telephone service for their individual benefit and convenience. Denial was also made that the clearances of wires was insufficient except in one instance, and this was promptly corrected.

In replication the complainant set forth that while the original contract with The Bell Telephone Company for service shows only seven subscribers the answer filed shows nineteen, alleging an indication that in spite of their denial the company is a competitor of the complainant, and also that the purpose of the construction of the line is not for communication between the subscribers but for a general telephone service in competition with the complainant.

Several dates for hearings were appointed but by agreement of the parties were continued from time to time. Subsequently counsel for the complainant advised the Commission that his client would not press the complaint and asked permission to withdraw the same, which permission was granted.

COMPLAINT DOCKET NO. 236.

ASSOCIATION OF ICE CREAM MANU-  
FACTURERS OF PENNSYLVANIA  
vs.  
ADAMS EXPRESS COMPANY, et al.

Alleged excessive rate for return of empties.

Filed June 17, 1914.—Dismissed December 2, 1914.

The complainant alleged that under a new regulation the rates for the return of empty ice cream containers were increased, to fifteen cents for empties not exceeding five gallons and twenty-five cents for empties over five gallons capacity, averring that a reasonable charge would be ten cents each for empties under five gallon capacity and fifteen cents for those of greater capacity.

The respondent replied that the rates in effect were the same as those in effect in most of the States in the Union and denied that they were unreasonable or unjust. The respondents advised that a similar complaint had been lodged with the Interstate Commerce Commission by the National Association of Ice Cream Manufacturers with reference to the interstate rates, which complaint would probably be determined at an early date, and requested that the pending complaint before this Commission be held in abeyance until a decision in the case before the Interstate Commerce Commission had been reached.

A hearing was appointed to be held in Harrisburg, August 4, 1914, of which the parties in interest were advised. Subsequently a postponement was asked by the complainant, who advised that the time appointed found them in their busiest season of the year. The request for a postponement was granted. Subsequently, October 20, 1914, was fixed for hearing. The hearing was again postponed to December 1, 1914. Under date of November 24, 1914, complainant advised of the inability of its Secretary to be present at the time set for hearing, and asked that the case be dismissed without prejudice, which was accordingly done.

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### COMPLAINT DOCKET NO. 1100.

(Pennsylvania State Railroad Commission.)

WILLIAM C. BLOUGH

vs.

BALTIMORE & OHIO RAILROAD COM-  
PANY.

} Alleged refusal to deliver freight  
to Jerome.

Filed July 25, 1913.—Closed December 4, 1914.

The complainant, a resident of Jerome, Somerset County, complained that the respondent refused to deliver freight consigned to him at Jerome, the same being stopped at Hollsopple, a point some six miles distant, from which point the consignee of the freight was obliged to haul it by wagon.

Answering, the respondent averred that Jerome was not on the line of the respondents railroad, but was connected with it by a branch road, and that the only unloading facilities existing at Jerome was a privately owned siding, the owner of which was not disposed to permit its use by other parties.

A supplemental answer was filed by the respondent setting forth that a proposal had been made the complainant, in which the company agreed to construct a siding at Jerome for the use of its patrons there, but that the proposition did not meet with the approval of the complainant.

A representative of the Commission made an inspection upon the ground and reported the result of his investigation to the Commission.

Hearings were held in Pittsburg, June 18, 1914, at which further testimony was presented.

In the report of the Commission filed it was ordered that the respondent construct a side track, capable of accommodating six cars, and a freight station in connection therewith of the type suitable for non-agency stations, at a point to be selected within boundaries described in said report.



## COMPLAINT DOCKET NO. 277.

LAWRENCEVILLE BRONZE COMPANY } Alleged excessive rate on shipment  
vs. } of scrap copper from Woodlawn,  
PENNSYLVANIA RAILROAD COMPANY. } Beaver County, to Pittsburgh.

Filed August 28, 1914.—Dismissed December 7, 1914.

Complaint was made against the alleged excessive and discriminatory freight rate charged upon a carload of scrap copper from Woodlawn to the 33rd Street Station of the respondent at Pittsburgh, said shipment moving via the Pittsburgh and Lake Erie and Pennsylvania Railroads, the charge being at the rate of 10 cents per 100 pounds, whereas the rate between the same points via the Pittsburgh and Lake Erie and Baltimore and Ohio Railroads was 6 cents per 100 pounds, and demanded that proper refund be made. The shipment in question moved October 6, 1913.

The respondent replied that at the time the shipment moved the Pittsburgh and Lake Erie Railroad Company published through rates from Woodlawn to Pittsburgh for Pennsylvania Railroad Company delivery, and that the shipment was charged at the published rate of the Pittsburgh and Lake Erie Railroad Company from Woodlawn to Homestead at 6 cents per 100 pounds plus the Pennsylvania Railroad rate of 4 cents per 100 pounds from Homestead to Pittsburgh.

The case was referred to the Chief of the Bureau of Rates and Tariffs for investigation and report. After consideration of his report the Commission advised the complainant that as the shipment in question moved prior to January 1, 1914, the date upon which the Public Service Companies Law became fully effective, it was without jurisdiction in the premises.

## COMPLAINT DOCKET NO. 302.

BOROUGH OF SCOTTTDALE }  
vs. } Alleged inadequate water supply.  
CITIZENS' WATER COMPANY OF }  
SCOTTTDALE. }

Filed November 21, 1914.—Closed December 15, 1914.

The President and Water Committee of the Borough Council of Scottdale complained of the inadequate supply of water in the borough due to a recent drought, exposing the borough to great danger from fire and providing an insufficient supply of water for the uses of the manufacturing establishments there located. It alleged that the respondent had a connection with the Pennsylvania Railroad Company's Indian Creek main, from which an additional and adequate supply of water could be obtained if it installed proper means for sterilization to meet the demands of the State Department of Health.

The case was referred to the Chief of the Bureau of Engineering for investigation and report, who reported that the State Commissioner of Health had issued a decree prohibiting the use of the water from Indian Creek unless the same were brought up to the standard required by his department.

The Commission directed the Chief of the Bureau of Engineering to take the matter up with the Commissioner of Health. Subsequently the Chief of the Bureau of Engineering reported that as the result of recent heavy rains, which had increased the volume of water in the reservoir, there was now a sufficient supply for the needs of the borough, and that that, in his opinion, was as far as the Commission should go, in view of the decree of the Commissioner of Health. In view of this situation the Secretary was directed to mark the case closed.

## COMPLAINT DOCKET NO. 802.

Pennsylvania State Railroad Commission.

<p>BOROUGH OF SHENANDOAH vs. SCHUYLKILL RAILWAYS COMPANY.</p>	}	<p>Alleged unsafe condition of bridge.</p>
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Filed February 8, 1912.—Closed December 15, 1914.

Complaint was made by the Borough of Shenandoah against the unsafe condition of a bridge, known as the Kohinoor Bridge, at the western boundary of the borough.

A copy of the complaint was sent to the respondent for answer, and in reply it was promised that such alterations would be made as to make the bridge safe for traffic.

After a lapse of some time the secretary of the borough advised the Commission that the improvements promised had not been made, and asked that an investigation be made by the Commission.

The Investigator of Accidents was directed to make an inspection of the bridge and report the result of such investigation to the Commission.

The report of the Investigator of Accidents set forth an unsafe condition of the bridge or trestle in question, but stated that the president of the respondent had promised that work on the reconstruction of the bridge along substantial lines would be begun as soon as the necessary agreements could be made with abutting property owners.

A communication was received from the secretary of the respondent advising the Commission that the reconstruction of the bridge in question had been commenced and that every precaution was being taken to insure safe transportation to the public.

After a further lapse of time, no definite information having been received from the respondent, the Commission directed the secretary to notify the respondent that unless definite information was received as to what had been done and that that information proved satisfactory to the Commission, an order would be issued directing a cessation of travel over the bridge which is the subject of controversy.

The Chief of the Bureau of Engineering was directed to make an inspection of the conditions and report his views to the Commission. The report of the Chief of the Bureau of Engineering recommended, *inter alia*, that the structure then in course of construction, the plans for which as approved, modified or amended by this Commission, be erected and put into service on or before July 1, 1914.

Subsequently a further inspection of the bridge was made by the Chief of the Bureau of Engineering, who reported that the new bridge had been constructed and the respondent was operating cars over it.

The Secretary was directed to mark the case closed.

## COMPLAINT DOCKET NO. 296.

DENVER & EPHRATA TELEPHONE &  
TELEGRAPH COMPANY

vs.

EPHRATA & LEBANON TRACTION  
COMPANY.Erection of high power tension  
wires above the wires of com-  
plainant.

Filed October 31, 1914.—Closed December 17, 1914.

The complainant alleged that the respondent contemplated the construction of a line of poles and wires intended for the transmission of electric power in the operation of its street railway system along the Clay and Hinkletown Turnpike, along which said turnpike the complainant had already constructed and in operation a line of telephone wires; that it is proposed by the respondent to construct its line of high tension wires not more than four feet above the wires of the complainant, which, if done, would endanger the complainant's service and also public safety.

A copy of the complaint was sent to the respondent for answer. Under date of November 20, 1914, the respondent advised the Commission that the differences between the parties had been amicably adjusted and the work of removing the wires of the complainant from the right-of-way of the respondent was in progress. Similar advice having been received from the complainant, the case was marked closed.

## COMPLAINT DOCKET NO. 178.

CLEARFIELD TEXTILE COMPANY

vs.

CLEARFIELD WATER COMPANY.

Alleged excessive charge for water

Filed March 31, 1914.—Dismissed December 17, 1914.

The complainant alleged an excessive charge for water service in its industrial establishment at Clearfield.

The respondent, answering the complaint, admitted some and denied other of the allegations of the complaint, but denied particularly that the rates charged were excessive, but, on the contrary, were in accordance with its published tariffs. The respondent asserted its intention of insisting upon the installation by the complainant of a meter or meters before July 1, 1914, and that from that date charges would be made according to its published rates for meter service. It averred that this action was necessary owing to the great waste of water in some instances.

In subsequent correspondence the Commission was advised that the principal complaint was against the flat rate of \$75 per annum for water service for its sprinkling system. The complainant has a tank with a capacity of 50,000 gallons, which is kept full, and it alleged that this rate was excessive because, except in case of fire, no considerable amount of water was used.

A hearing on the complaint was held in Harrisburg, December 15, 1914, at which the respondent was represented, but the complainant failed to appear. Testimony was presented by the respondent.

Commissioner Wallace reported to the Commission the above facts, stated that the case was without merit, and recommended that the complaint be dismissed, which report was adopted as the report of the Commission.

## COMPLAINT DOCKET NO. 210.

BIRDSBORO STONE COMPANY  
 vs.  
 PHILADELPHIA AND READING RAIL-  
 WAY COMPANY.

Rates on stone, Trap Rock to  
 Birdsboro.

Filed May 19, 1914.—Closed December 17, 1914.

The complainant alleged discriminatory rates on crushed stone between Trap Rock and Birdsboro, over the line of the respondent company, resulting in advantages to its competitors shipping over the Pennsylvania Railroad.

Answering the complaint, the respondent admitted the rates alleged in the complaint, but denied that they were unjust or discriminatory.

The matter being at issue, a hearing was held in Harrisburg, July 7, 1914, at which both parties to the complaint were represented by counsel, and testimony presented. Briefs were subsequently filed by counsel for both parties to the complaint.

The decision of the commission was to the effect that the facts of record indicate that the circumstances and conditions attending upon the transportation from Trap Rock to Birdsboro of crushed rock for railroad ballast and for other uses are substantially similar. The existence or absence of competition between the purchaser of railroad ballast and other buyers of crushed rock is not a factor that may lawfully be considered by a carrier in fixing freight rates. The carload rate on crushed rock transported from Trap Rock to Birdsboro for delivery to consignees beyond Birdsboro must be the same for all shippers.

## COMPLAINT DOCKET NO. 306.

UNITED LUMBER COMPANY  
 vs.  
 BALTIMORE & OHIO RAILROAD COM-  
 PANY,  
 PENNSYLVANIA RAILROAD COMPANY.

Alleged overcharge on shipment of  
 lumber.

Filed November 12, 1914.—Dismissed December 17, 1914.

Complaint was made that on the shipment of a car of lumber from Ursina Junction, on the line of Baltimore & Ohio Railroad Company, to Walterburg, on the line of the Pennsylvania Railroad Company, an excessive charge was made, due to incorrect routing, and demanded a refund of \$8.17, which sum was alleged to be the difference between the amount collected and the rate properly chargeable.

When the complaint was brought to the attention of the Commission it developed that the shipment in question moved in April, 1913, before the Public Service Company Law had become effective, and the Secretary was directed to advise the complainant that, under the circumstances, it had no jurisdiction in the matter. The complaint was therefore dismissed.



## COMPLAINT DOCKET NO. 950.

Pennsylvania State Railroad Commission.

HARRY E. BELLIS AND NORTHWEST  
BUSINESS MEN'S ASSOCIATION, et al.

vs.

PHILADELPHIA & READING RAILWAY  
COMPANY, et al.Rate on Anthracite coal into the  
city of Philadelphia.

Filed October 12, 1912.—Closed January 5, 1915.

The substance of the complaint in this case is that the existing rates of freight charged for the transportation of anthracite coal from the various districts in which the coal is mined to the city of Philadelphia are unreasonably high, and are preferential, prejudicial and discriminatory.

Answers were filed by all of the respondent companies, and at numerous hearings held voluminous testimony was presented.

After very careful consideration a lengthy report was adopted by the Commission, December 18, 1914, in which it was held that the respondent railroad companies, within 30 days from the date thereof, put into effect the rates for the transportation of anthracite coal from the Schuylkill, Lehigh and Wyoming regions to Philadelphia found in the Commission's report as the fair, just and reasonable rates for such transportation, making such adjustments of the then existing rates as may be necessary to carry the order into effect.

From the order of the Commission an appeal was taken to the Court of Common Pleas of Dauphin County, which at the date of writing this report remained undetermined.

## COMPLAINT DOCKET NO. 66.

ENOCH T. ROBERTS, et al

vs.

PHILADELPHIA AND READING RAIL-  
WAY COMPANY, et al.Alleged excessive and discrimina-  
tory rate for transportation of  
coal from Lehigh District to Ger-  
mantown and Chestnut Hill,  
Philadelphia.

Filed November 4, 1913.—Closed January 5, 1915.

This complaint was signed by substantially all of the retail coal merchants within or near the City of Philadelphia situated on the lines of the Philadelphia & Reading Railway Company and Philadelphia, Germantown & Chestnut Hill Railroad Company between Chestnut Hill, Germantown and Wayne Junction, alleging an excessive and discriminatory rate on anthracite coal to Germantown and Chestnut Hill as against the rate on the same commodity to dealers in other sections of the City of Philadelphia.

The answer of the Philadelphia & Reading Railway Company averred that in the billing of coal different tariffs and rates prevailed as between the City of Philadelphia proper and Germantown and Chestnut Hill, and that necessarily the rate could not be the same as the shipments moved by different routes.

The Lehigh Valley Railroad Company admitted some and denied other of the allegations of the complaint, but in general averred that it had not sufficient knowledge of the allegations to either admit or deny them, and asked that the complaint be dismissed.

The complaint being at issue, a date for hearing was appointed. Prior to the date fixed for hearing a communication signed by all of the Complainants, with the exception of Mr. Enoch T. Roberts, who died after the filing of the complaint, was received by the Commission, advising that if the Philadelphia & Reading Railway Company would put into effect a rate of \$1.05 per gross ton on prepared sizes of coal, 85 cents per gross ton on Pea and 75 cents per gross ton on smaller sizes, from Allentown and East Penn Junction to Germantown and Chestnut Hill, that action would remove the cause of complaint, that no claim for reparation on past shipments would be made, and that the case could be marked closed.

Upon receipt of advices that the Philadelphia & Reading Railway Company had filed a tariff carrying the rates above mentioned, the case was directed to be marked closed.

COMPLAINT DOCKET NO. 304.

WILLIAM B. HEDRICK

vs.

THE BELL TELEPHONE COMPANY OF  
PENNSYLVANIA.

} Alleged inability to secure tele-  
phone service.

Filed October 14, 1914.—Closed January 5, 1915.

The complainant, a resident of the Borough of Hatfield, alleged that although he had signed a contract with the respondent for telephone service in March, 1914, up to the time of the filing of his complaint the respondent had failed to give him service.

The respondent, answering the complaint, advised that the delay in furnishing service to the complainant was due to the fact that it had been unable to arrange with the authorities of the Borough of Hatfield for the stringing of wires to the complainant's residence, but that finally an agreement between the borough and the respondent had been reached which, if approved by this Commission, would enable it to supply the service requested by the complainant.

Under date of December 21, 1914, the complainant advised the Commission that the respondent had installed the desired service, and the matter was thus satisfactorily closed.

COMPLAINT DOCKET NO. 226.

BOROUGH OF FREEMANSBURG

vs.

FREEMANSBURG STREET RAILWAY  
COMPANY.

} Alleged violation of ordinance with  
respect to granting of transfers  
and exchanges.

Filed June 3, 1914.—Closed January 5, 1915.

The Borough alleged that in its ordinance, passed August 14, 1890, granting the respondent the right to enter upon the streets and highways of the borough with its tracks, (which said ordinance was accepted by the respondent two days later), there was a provision that the respondent should carry passenger's for one five cent. fare from any point in said borough over its own line or lines operated by it to any point within the Boroughs of Bethlehem, South Bethlehem and Hellertown and the Village of Butztown, and that until such time as it shall

operate a line or lines of railway of its own from the said Borough of Freemansburg to the aforesaid boroughs and village above mentioned, it shall establish a system of transfers and exchanges with all street railway companies whose lines do connect with those places; but not withstanding this provision of the ordinance, although the line of the respondent (now leased to the Easton Transit Company) does have connections with the points mentioned, it has refused to grant the said transfers.

The Easton Transit Company, answering the complaint, denied the leasing of the line of the respondent, but averred that by due process of law the respondent was merged into and with the Easton Transit Company. It further averred that so far as transferring passengers to Butztown and the Boroughs of Bethlehem and South Bethlehem, it had faithfully complied with the terms of the ordinance, but that it had been unable to procure from the Lehigh Valley Transit Company, which operates from Bethlehem and South Bethlehem to Hellertown, any system of transfers, and denied its obligation under the ordinance to comply with this requirement.

The complainant filed a replication commenting upon the answer of the respondent, and the complaint was referred to Commissioner Tone for investigation and report. Subsequently the case was referred to Commissioner Pennypacker, who held a hearing in Philadelphia and reported that the conclusion was reached that the petition was improperly drawn and that the petitioner had asked leave to amend the same. No further advices were received from the complainant and the case was directed to be marked closed for lack of prosecution, but that if desired in the future another complaint could be filed.

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### COMPLAINT DOCKET NO. 156.

<p>SLATE BELT TELEPHONE &amp; TELE- GRAPH COMPANY</p> <p style="text-align: center;">vs.</p> <p>BLUE MOUNTAIN TELEPHONE AND TELEGRAPH COMPANY.</p>	}	<p>Discriminatory rates and failure to comply with Commission's Gen- eral Order No. 2.</p>
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Filed February 18, 1914.—Closed January 8, 1915.

The Slate Belt Telephone & Telegraph Company complained to the Commission against the construction of the Blue Mountain Telephone & Telegraph Company of certain lines which crossed the lines of the complainant, and of certain practices of the company in the conduct of its business. At the hearing on the complaint it developed that the respondent had not secured the approval of the Commission to certain franchise ordinances enacted by some of the boroughs in which its lines had been constructed, and by consent the approval of these ordinances was submitted to the Commission in the same proceeding as the complaint.

The Commission found that the respondent had expended a large sum of money in constructing a telephone system in the same district as the complainant's system and in accordance with rights granted it by its charter and by the franchises of various boroughs. In view of the circumstances of the case, the Commission was of the opinion that the various franchise ordinances should be approved in order to secure telephone facilities to the inhabitants of the district, and to conserve the investment made by the respondent in carrying out the duties imposed upon it by its charter and the franchises.

## COMPLAINT DOCKET NO. 267.

BACHE HOSE COMPANY

vs.

BUFFALO & SUSQUEHANNA RAIL-  
ROAD COMPANY and NEW YORK CEN-  
TRAL & HUDSON RIVER RAILROAD  
COMPANY.} Freight classification of running  
cart.

Filed August 12, 1914.—Closed January 15, 1915.

On the 4th of July, 1914, the fire company, complainant, consigned a running cart, weighing 160 pounds, from Westfield to Wellsboro, but by mistake the cart was shipped to Galeton. The charges upon the shipment were prepaid. Upon its arrival at Galeton the question of classification arose, and the cart was held for an additional charge of \$3.95. The shipment was afterwards forwarded to Wellsboro with accrued charges of \$11.75.

The cart in question is not used for fire purposes but is a running cart used for exhibition and parade purposes. It was also alleged that the same cart had been shipped before but had never been classified as a hose cart.

Answering the complaint, the Buffalo & Susquehanna Railroad Corporation averred that upon receipt of the cart at Galeton its agent discovered that the cart was not "knocked down," and issued a correction increasing the weight to 3,000 pounds at 14 cents per hundred pounds. This, it averred, was in conformity with its published rates.

The answer of the New York Central & Hudson River Railroad Company contained practically the same averments.

The matter was referred to the Bureau of Rates and Tariffs of the Commission, and after the passing of considerable correspondence between that bureau, the complainant and the respondents, it was reported by the chief of said bureau that the complainant admitted that the classification was proper, and that if the accrued storage charges were remitted they would pay the freight charges and remove the cart. The chief of the bureau recommended this course.

The complainant advised the Commission that it had paid the freight charges on the cart, removed it, and been refunded the amount of the storage charges. The case was accordingly marked closed.

## COMPLAINT DOCKET NO. 279.

AL. K. THOMAS

vs.

HARRISBURG GAS COMPANY.

} Alleged refusal to extend gas main  
to residence of complainant.

Filed September 18, 1914.—Closed January 20, 1915.

The allegation was made that the respondent refused to furnish the complainant with gas service at his residence on the Jonestown Road, east of the City of Harrisburg, although frequent requests had been made for such service, and further that the service had been extended to other residents in the vicinity; that in the territory alleged to be discriminated against there are at least fifteen residences, most of which are occupied by persons who will take the service if furnished, both for illuminating and fuel purposes.



Answering the complaint, the respondent admitted practically all of the allegations of the complaint, but averred that in order to supply the complainant with gas it would be necessary to construct a main for a distance of 2,487 feet, which would entail an expense not commensurate with the revenue derived therefrom. It also denied that its refusal to extend its mains to the complainant's residence violated any provision of the Public Service Company Law, and asked that the complaint be dismissed.

In his replication the complainant averred that the fact that the respondent's mains were not nearer his residence was due to bad engineering on the part of the respondent and afforded no excuse for its refusal to serve him.

The complaint being at issue a hearing was held in the rooms of the Commission, in Harrisburg, at which both parties to the complaint were represented and testimony presented. Subsequently briefs were filed on behalf of both parties in interest.

Before a decision was reached by the Commission, the complainant advised that a satisfactory adjustment had been made by the respondent, and the case was directed to be marked closed.

### COMPLAINT DOCKET NO. 273.

<p>WYALUSING HAY COMPANY vs. LEHIGH VALLEY RAILROAD COMPANY.</p>	}	<p>Alleged excessive rate on hay and mine props.</p>
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Filed August 20, 1914.—Closed January 28, 1915.

The allegation was made that the respondent's rates for the transportation of hay were discriminatory between various points in Pennsylvania, alleging that the rates from Laddsburg to Oneida and Nanticoke were higher than from Wyalusing to the same point of destination.

At the same time a complaint was instituted by the same complainant against the same respondent, alleging a discriminatory rate on mine props from Standing Stone to Wilkes-Barre, as compared with the rate on the same commodity from Standing Stone to Kingston.

Copies of both complaints were sent to the respondent for answer, and in reply it advised that the complaints were improperly drawn, but nevertheless filed an answer to the former complaint, denying that the rates charged were excessive.

No reply to the latter complaint was filed by the respondent. Nothing further was heard from the complainant with respect to either complaint and the cases were marked closed for lack of prosecution.

### COMPLAINT DOCKET NO. 323.

<p>W. T. BAILEY, et al, vs. ALTOONA &amp; LOGAN VALLEY ELECTRIC RAILWAY COMPANY.</p>	}	<p>Re-establishment of station stop at Bailey's Barn.</p>
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Filed December 4, 1914.—Dismissed February 2, 1915.

The complainants, residents of Antis and Snyder Townships, Blair County, alleged that for seven or eight years the respondent maintained a regular stop at

the barn of W. T. Bailey, on the line of the respondent, but that on or about August 12, 1914, said stop was discontinued, much to the inconvenience of the complainants.

The respondent, answering the complaint, admitted that until August, 1914, it had maintained a regular stop at the barn of W. T. Bailey, but that in order to reduce the time of its schedule between Tyrone and Altoona, it was obliged to discontinue a number of stops of this character. It further averred that the amount of traffic originating at the stop in question did not warrant its continuance.

A hearing was held in Harrisburg, at which testimony was presented.

In its report the Commission held that it was of the opinion that the reasonable and adequate service to the public does not require the reestablishment of the additional stop at a point known as "Bailey's Barn," and dismissed the complaint.

### COMPLAINT DOCKET NO. 322.

<p>LATROBE COAL COMPANY</p> <p>vs.</p> <p>LEHIGH &amp; NEW ENGLAND RAILROAD COMPANY,</p> <p>LEHIGH VALLEY RAILROAD COMPANY.</p>	}	<p>Alleged excessive, unreasonable and discriminatory freight rate or switching charge.</p>
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Filed December 3, 1914.—Withdrawn February 2, 1915.

The complaint alleged that some months prior to December 1, 1914, it had enjoyed the benefit of a flat rate of \$1.80 per ton on coke from Latrobe to Catasauqua, but that since that date an additional charge of 50 cents per ton had been assessed as a shipping charge, owing, it was alleged, to the absorption of the Crane Railroad by the Lehigh & New England Railroad Company, one of the respondents, all of which inured to the financial loss and hardship of the complainant.

The Lehigh Valley Railroad Company, in answering the complaint, denied that any increase in its rates upon the commodity in question, between the points named, had been made; that the shipments in question did not originate upon its line, and that it therefore could not control rates from the point of origination set forth in the complaint.

The Lehigh & New England Railroad Company, replying to the complaint, admitted that it is the owner of the property, formerly belonging to Crane Iron Company; that the plant of the complainant is located upon said railroad; that the connecting carriers have refused to make joint rates with the respondent upon shipment of bituminous coal and coke to Catasauqua; that it has published a tariff providing for a shipping charge of 50 cents per ton upon coke and coal handled by it from connecting lines, but denied that the said rate was excessive, discriminatory or unjust.

A date for hearing was appointed, but in the meantime a communication was received from the complainant advising the Commission that inasmuch as its contracts with the Crane Iron Company had expired, it had no further interest in the matter, and asked permission to withdraw its complaint, which permission was granted.

## COMPLAINT DOCKET NO. 247.

GOMER JONES, ET AL vs. DELAWARE, LACKAWANNA & WEST- ERN RAILROAD COMPANY.	}	Alleged excessive rate of fare from Taylor to Scranton.
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Filed July 1, 1914.—Closed February 4, 1915.

The complainant, a resident of the Borough of Taylor, Lackawanna County, alleged that on the 8th day of October, 1913, the respondent increased the rate of passenger fare between the Borough of Taylor and the City of Scranton from five cents to ten cents for a single trip and from ten cents to twenty cents for the round trip, which, they alleged, is unreasonable, excessive and unwarranted. The allegation was made that the distance between the two points in question is 3.07 miles, and that therefore the rate is on the basis of 3.25 cents per mile.

The respondent, answering the complaint, averred that there were five trains each way daily on the Bloomsburg Division, upon which Taylor is located, one of which being the through New York train, leaving Kingston at 7:10 in the morning and arriving at Scranton at eight o'clock and, returning, leaving Scranton at 9:30 in the evening and arriving at Kingston at 10:00 o'clock, and that this was the train upon which practically all the traffic from Taylor to Scranton was handled. In order to provide facilities for the transportation of these passengers it was necessary for the respondent to attach an extra coach to said train and run it as a part of the train to Scranton, store it all day at Scranton, and have it returned by the New York train at night. This required the switching of the car twice each day at Scranton. It further averred that passengers using the train in the morning to Scranton almost invariably used the trolley line back to Taylor in the evening and that the wear and tear on the car, interest on the investment, etc., did not warrant this service.

A hearing was held in Harrisburg, October 20, 1913, at which the respondent was represented by counsel, but the complainants were not represented, for the reason, it was explained, that a great number of the persons using the train were working girls and clerks and that they could not afford to contribute to the expense of coming to Harrisburg for the purpose of a hearing. Testimony was introduced on the part of the respondent.

A further hearing was held in Scranton November 28, 1914, at which both parties to the complainant were represented and testimony introduced.

The report of the Commission, after reviewing the evidence in the case, held that in the opinion of the Commission the respondent should include in the train leaving Kingston at 7:10 in the morning for Scranton and New York two day coaches in addition to the smoking car, and that the fare between Taylor and Scranton be five cents.

From the above report and order the respondent appealed to the Court of Common Pleas of Dauphin County. At the date of the writing of this report no decision in the matter has been reached by said Court.

## COMPLAINT DOCKET NO. 317.

ANTONIE FIASCO  
vs.  
PENNSYLVANIA RAILROAD COMPANY.

} Petition for establishment of a private road crossing at the eastern end of the Village of McCartney, Clearfield County.

Filed November 28, 1914.—Dismissed February 5, 1915.

The complainant petitioned for a railroad crossing in the eastern end of the Village of McCartney, Clearfield County, alleging inconvenience in getting to his property, located along the railroad at the point in question.

Answering the complaint, the respondent denied the allegation that the complainant did not have ingress and egress to and from his property, alleging that he had egress through a street marked "alley" on a blue print attached to the answer, which said street or alley leads to a public street and public crossing within 475 feet from the house referred to in the complaint.

The complainant submitted an affidavit of six citizens of Clearfield County setting forth that they had been upon the ground and examined the condition complained of, and that the alley referred to in the answer of the respondent was closed by an abandoned private railroad siding and that in any event the grade was so steep as to render it unfit for team travel.

A hearing was appointed to be held in Harrisburg, but the complainant failed to appear, advising that he was content to submit his case upon the evidence on file. The respondent presented testimony in its behalf.

The Commission held that as the complainant failed to appear at the time set for hearing, and it appearing to the Commission from the evidence that the proposed crossing over the tracks of the respondent would be at grade and at a point where the same would be dangerous, the complaint should be dismissed.

## COMPLAINT DOCKET NO. 205.

JOHN A. ERNST, ET AL,  
vs.  
GLENSIDE WATER COMPANY.

} In re rates and service.

Filed May 14, 1914.—Closed February 9, 1915.

The complainants alleged an inadequate supply of water by the respondent, setting forth specifically five days in February and March, 1914, when they were totally without water, causing them great inconvenience and suffering, as well as exposure to the danger from explosions of water backs in kitchen ranges. The further allegation was made that the water-supply was unwholesome, containing grit and sand, causing pipes and water backs to clog up. They further alleged that the rates charged for water service were excessive and exorbitant.

The respondent denied the material allegations of the complaint, and the case was set down for hearing, which said hearing was held in Harrisburg, July 7, 1914, at which testimony was presented.

Briefs were subsequently filed by counsel for both parties to the complaint.

The report of the Commission, filed August 18, 1914, reviewed the evidence on file, in which it was shown that the operations of the respondent had resulted in a deficit, notwithstanding the fact that its officers, including its Superintendent,



served without salary; that no return had been received upon the investment, and held that, in the opinion of the Commission, the rates charged were not excessive, exorbitant or unreasonably high.

However, since the Respondent Company experienced considerable trouble at certain periods during the past winter in furnishing its patrons with an adequate supply of water, the Commission will ask the said company to take the following steps of precaution in the operation of its plant at Glenside:

1. To make the improvement suggested at the hearing, in the character of the automatic device attached to the standpipe, before winter opens again.
2. To send to this Commission as soon as the aforesaid device has been installed, a brief description, giving the principle of its construction, including a statement showing wherein the new device is superior to the one now in use.
3. To devise some plan by which the pipe that extends across the bridge and connects with the Reading water plant, and which the Company proposes to use in cases of emergency, will be protected from freezing, so that it may be available for service whenever the occasion to use it may arise.
4. To flush the fire plugs at Glenside at least once every spring and fall in April and October, respectively.
5. To notify the consumers promptly of any break in the pumping machinery or of any interruption in the service that will likely cut off the usual supply of water to the community.
6. To keep a record during the month of January, 1915, which will show for each day of the month the maximum and minimum height of water in the standpipe, and forward a copy of the report so kept to this Commission.

Upon receipt of advice from the respondent that it had fully complied with the order of the Commission, the Secretary was directed to mark the case closed.

Subsequently, upon February 2, 1915, the Commission called the Respondent's attention to the sixth paragraph of the order of the Commission dated August 18, 1914, directing that a record be kept showing for each day the maximum and minimum height of water in the standpipe during the month of January, 1915, and requested that such record be filed with the Commission without delay. This information was filed with the Commission under date of February 9, 1915, and the case was finally marked closed.

### COMPLAINT DOCKET NO. 345.

<p>LIONEL TELLER SCHLESINGER</p> <p style="text-align: center;">vs.</p> <p>THE BELL TELEPHONE COMPANY OF PENNSYLVANIA.</p>	}	<p>Alleged unreasonable regulations governing telephone service.</p>
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Filed February 5, 1915.—Closed February 13, 1915.

Complaint was made against the method of the respondent in keeping account of the calls made by its subscribers, and the provision in its contract prohibiting the use of any attachment to its instruments for registering the number of calls, and prayed for an order directing the respondent to place upon its instruments an attachment to properly register the number of calls made by each subscriber. Complaint was also made against the arbitrary severing of telephone connections by the respondent on account of the non-payment of amounts alleged to be due to it.

Subsequently the complainant advised the Commission that he had been informed that the matters complained of by him had already been brought to the attention of the Commission, and asked permission to withdraw the complaint, which request was granted.

## COMPLAINT DOCKET NO. 324.

<p>W. H. ENCK vs. PHILADELPHIA &amp; READING RAILWAY COMPANY.</p>	}	<p>Alleged inadequate freight station facilities at Lititz.</p>
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Filed December 7, 1914.—Dismissed February 16, 1915.

The complainant, a furniture dealer, at Lititz, alleged that the station facilities at that place were inadequate, resulting in delay in the loading and unloading of freight.

The respondent averred that the facilities at the point in question were ample for the amount of business originating and received at that place, and that it should not be expected to spend any money for additional facilities.

A hearing was held in Harrisburg, at which both parties to the complaint were represented, and testimony presented.

The report of the Commission set out that it appeared that the station complained of has been in existence for upwards of twenty-two years; that the objections are due to some extent, to pipes emitting steam, obstructions, and to building operations interfering with access, which are temporary and which the respondent undertakes to have corrected; that the respondent has prepared plans for a new station which may be erected in the future, and that financial conditions at the present time are unfavorable. The petition was dismissed without prejudice to the right of the complainant to renew the application at some future time.

## COMPLAINT DOCKET NO. 231.

<p>READ MACHINERY COMPANY vs. NORTHERN CENTRAL RAILWAY COM- PANY.</p>	}	<p>Unreasonable regulation requiring shippers of machinery and other classes of heavy freight to assist in loading same on cars.</p>
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Filed June 11, 1914.—Closed February 17, 1915.

The complainant alleged that a rule of the respondent, requiring shippers of less than carload freight to load the same in cases where the freight could not be handled by the regular station employes of the respondent, was unreasonable and unjust. It further alleged that the respondent had refused to accept for shipment articles of machinery tendered by the complainant unless the same were loaded by it.

The respondent denied that the rule in question was improper or unreasonable and that it had refused to accept for shipment any freight tendered by the complainant.

A date for hearing was appointed, but in the meantime, as the result of conferences between the parties, counsel for the complainant advised the Commission, under date of August 5, 1914, that negotiations were in progress looking to an amicable adjustment of the differences between the parties, and that under the circumstances it was not believed that a hearing would be necessary.

Subsequently counsel for the complainant advised that satisfactory arrangements had been made, and the case was accordingly marked closed.

## COMPLAINT DOCKET NO. 319.

CHARLES W. PALMER

vs.

LUZERNE COUNTY GAS & ELECTRIC  
COMPANY.

} Alleged refusal of company to furnish service to his residence in the village of Trucksville, Luzerne County.

Filed November 30, 1914.—Closed February 17, 1915.

The complainant alleged the refusal of the respondent to furnish electric current at his residence in Trucksville because the revenue derived therefrom would not compensate it for the expense incurred.

Answering the complaint, the respondent admitted that its refusal to extend its line to the residence of the complainant was due to the expense of erecting two poles and the necessary extension of line. It averred that the residence of one of its patrons was within forty feet of the residence of the complainant and that if permission to use the wires of this customer was obtained the respondent stood ready and willing to supply the complainant with current. It further averred that the village of Trucksville was a residential settlement and that there was no evidence that any other customer would purchase electric current from the line used to supply the complainant if it were extended.

In replication the complainant averred that other parties in the vicinity stood ready and willing to take electric current from the respondent if the lines were extended.

A date for hearing was appointed, but in a communication received from the complainant he advised that he would be unable to be present at the hearing and desired to rest his complaint upon the papers filed.

Before the date for hearing an agreement signed by both parties to the complaint was filed with the Commission in which it was set forth that the cause of complaint had been removed by the respondent agreeing to extend its line to the residence of the complainant. The complainant therefore asked permission to withdraw his complaint, which permission was granted.

## COMPLAINT DOCKET NO. 293.

A. E. ZUFALL AND WILLIS L. MILLS

vs.

BALTIMORE AND OHIO RAILROAD  
COMPANY.

} Discontinuance of agency at Casselman.

Filed October 23, 1914.—Closed February 19, 1915.

It was alleged that the respondent company had for 25 years and upward maintained a freight, passenger and express agency at Casselman, Somerset County, but that on the 22nd of April, 1914, said station was changed from an agency to a non-agency station; that the changed conditions worked a hardship to those shipping and receiving freight and express and to the traveling public in general, and that it was believed that the revenue derived from the business done at said point warranted an agency station.

The respondent admitted the discontinuance of the agency station in question, but denied that the revenue derived therefrom was sufficient to warrant its continuance, but, on the other hand, if it be required to maintain such agency it would

amount in effect to the taking of its property without due process of law. The answer set out that the respondent was willing to permit passengers to use the waiting room in its station building while waiting for trains.

A date for hearing was appointed and the parties notified. The complainants, however, advised the Commission that they would not be present or represented at said hearing, and requested that the case be determined upon the facts before the Commission.

Subsequently a communication was received from the complainants advising that conditions at Casselman had materially improved since the filing of the complaint, and that for the present at least they did not care to go to the expense of attending a hearing. The case was accordingly marked closed.

### COMPLAINT DOCKET NO. 244.

<p>FERNCLIFFE FISHING CLUB vs. PENNSYLVANIA RAILROAD COMPANY.</p>	}	<p>Train service between Harrisburg and Benton Station, Lancaster County.</p>
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Filed June 29, 1914.—Closed March 2, 1915.

Members of the Ferncliffe Fishing Club complained of inadequate train service between Benton and Harrisburg, alleging embarrassing waits in making connections both at Columbia and Lancaster.

The Respondent denied that the service between the points in question was inadequate, but, on the other hand, averred that it was as frequent as the business warranted, and that to materially change the existing schedule would affect the general operation of its connecting trains, which, it was believed, were giving satisfaction to the traveling public.

Mr. R. G. Cox, a member of the complainant club, also submitted a statement denying the material averments of the Respondent.

The complaint was referred to the Bureau of Rates and Tariffs of the Commission for investigation and report.

After the passing of considerable correspondence between the Commission and the Respondent, conferences with the Chief of the Bureau of Rates and Tariffs and representatives of the Respondent, the result of which were reported to the Commission, it was determined that, in the opinion of the Commission, there did not seem to be sufficient grounds to warrant the Commission in ordering the establishment of any new trains for the accommodation of the members of the complainant club. This determination was communicated to the complainant, and as no further advices were received the case was marked closed for lack of prosecution.

### COMPLAINT DOCKET NO. 281.

<p>IMBOLDEN HARROW AND ROLLER COMPANY. vs. PHILADELPHIA &amp; READING RAILWAY COMPANY.</p>	}	<p>Alleged inadequate freight station facilities, at Cleona, Lebanon County.</p>
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Filed September 22, 1914.—Closed March 3, 1915.

The complainant petitioned the Commission for the establishment of an agency station at Cleona, on the line of the respondent's road, alleging that the amount



of freight shipped from and received at said station by the complainant and other manufacturers and merchants at said point warranted the establishment of an agency station.

The respondent proposed the construction (which was later completed) of a siding for the loading and unloading of freight at Cleona and the installation of free telephone service to Annville, whose agent handled the freight business at Cleona, which, it thought, would remove the cause of complaint.

This proposition did not meet with the approval of the complainant, which insisted that what was desired was an agent at the point in question to look after their shipments, both incoming and outgoing, and reiterated that the business done there warranted the respondent in this action, alleging that the annual receipts of the respondent from said business would aggregate approximately \$15,000, and that the cost of maintaining an agent at said point would not exceed \$700 per annum.

A hearing in the matter was held in Harrisburg, at which testimony was presented, and the case subsequently referred to Commissioner Johnson for further conference with the parties in interest. As the result of a conference held with counsel for the complainant, a representative of the respondent, and Commissioner Johnson, an arrangement was made whereby the respondent was to keep a man in charge of the station at Cleona to handle the freight at that place. This arrangement was satisfactory to the complainant and the case was directed to be marked closed.

COMPLAINT DOCKET NO. 328.

W. C. ARMSTRONG

vs.

ALTOONA NORTHERN RAILROAD COM-  
PANY.

} Alleged inefficient service and un-  
safe condition of road-bed and  
equipment.

Filed December 11, 1914.—Closed March 3, 1915.

The complainant alleged that in general the equipment and road-bed of the respondent was unsafe and inadequate.

The respondent, in answer, averred that it was operating a narrow gauge road, operated as such temporarily until negotiations could be made to standarize the road according to legal stipulations to develop a large virgin coal territory. It further averred that its present business was principally the hauling of coal and local freight; that its passenger business amounted practically to nothing, and was maintained simply as an accommodation in a combination car used partly for passengers and partly for local freight.

Under date of January 13, 1915, a communication was received from the complainant advising that as he was spending the winter in Florida it would be impossible for him to appear before the Commission to prosecute his complaint, and requested that the same be held in obedience until his return North. The Secretary was directed to advise the complainant that the case would be held pending the receipt of further definite advices from him.

Subsequently the Secretary was directed to communicate with the complainant and ascertain when it would be convenient for him to appear before the Commission and prosecute his complaint. In reply the complainant advised that he was under the care of a physician and that it would be impossible for him to appear before the Commission. Thereupon the Commission directed the case to be marked closed for lack of prosecution.

## COMPLAINT DOCKET NO. 219.

RAYMOND A. FINNEY	}	Alleged discrimination in refusing to furnish service.
vs.		
C. D. HAZELTINE WATER COMPANY.	}	

Filed May 23, 1914.—Closed March 4, 1915.

The complainant alleged that the respondent had discriminated against him in that it had refused to permit him a connection with its water main, although his residence was properly piped for such service, with a feed pipe running to within eighteen inches of the respondent's main, the only reason given by the respondent for such refusal being that the son of the manager of respondent was in litigation with the complainant.

Mr. Charles D. Hazeltine, answering the complaint, averred that there is no corporation or partnership existing by the title above named, but that he and another drilled a well and were supplying water to some property of their own and one or two others, but that they were not a public service company. He averred that all the water supplied was supplied under agreements made prior to the erection by the complainant of the house for which he desires water service, and that the supply is not adequate to make any further connections except where the respondent is under contract so to do.

A hearing was held in Harrisburg, at which testimony was presented. Subsequently advices were received that a contract had been entered into between the parties for the service desired, and the case was accordingly marked closed.

## COMPLAINT DOCKET NO. 270.

KELLEY BROTHERS COAL COMPANY	}	Alleged excessive increase in rates for telephone service.
vs.		
THE BELL TELEPHONE COMPANY OF PENNSYLVANIA.	}	

Filed August 20, 1914.—Dismissed March 5, 1915.

The complainant alleged that the respondent had refused to install telephone service in its office at Snow Shoe, Clearfield County.

The respondent denied its refusal to install service, but averred that in order to do so it would be necessary to connect the complainant's office with the Bellefonte exchange, involving the construction of a line from that place, in view of the fact that its present line is obsolete and practically unfit for service.

The case being at issue upon complaint and answer, a hearing was held in Harrisburg, at which testimony was presented.

The opinion of the Commission holds that, under the circumstances, as shown by the evidence, the Commission did not feel justified in ordering any change in the practice of the respondent, and dismissed the complaint.

## COMPLAINT DOCKET NO. 264.

LEHIGH VALLEY COAL COMPANY	}	Alleged unjust increase in rate for service.
vs.		
THE BELL TELEPHONE COMPANY OF		
PENNSYLVANIA.		

Filed July 31, 1914.—Dismissed March 5, 1915.

The complainant in this case alleged an unjust rate for telephone service at Snow Shoe, Clearfield County.

The Respondent denied that the rates in question were unjust.

This complaint was considered in connection with that of Kelley Brothers Coal Company (Complaint Docket No. 270) to the report in which case reference is invited. (See page 96.)

## COMPLAINT DOCKET NO. 342.

JOHNSTOWN TELEPHONE COMPANY	}	Telephone rates—Alleged to be discriminatory to citizens of Johnstown, Cresson, Ebensburg, Portage, South Fork and Windber.
vs.		
CENTRAL DISTRICT TELEPHONE COM-		
PANY.		

Filed January 27, 1914.—Withdrawn March 16, 1915.

The complainant alleged that the respondent charged discriminatory rates for telephone service between Johnstown, Cresson, Ebensburg, Portage, South Fork and Windber, as against charges for services between other points of greater distance in the same community.

The respondent, in answer, admitted the allegations of the complaint as to the rates charged for telephone service, but denied that such charges were discriminatory, and that the difference in the rate was due to competition and other causes where the service was rendered under dissimilar circumstances and conditions.

The case being at issue upon complaint and answer, a hearing was held in the City of Harrisburg, at which both parties to the complaint were represented by counsel, and testimony presented.

Subsequent to the hearing Commissioner Johnson reported to the Commission that the complaint had been satisfied by the filing of new tariffs, but that some of the rates contained in said tariffs were not entirely satisfactory to the complainant; that a conference would be held in an endeavor to reach an agreement, and if an agreement could not be reached it would be necessary to file a new complaint. This report was adopted as a report of the Commission and the complaint withdrawn.

## COMPLAINT DOCKET NO. 368.

McCLELLAN & GOTWALT COMPANY,  
LIMITED  
vs.  
WESTERN MARYLAND RAILWAY  
COMPANY.

Claims for reparation, alleging unreasonable delay to shipments in transit.

Filed January 18, 1915.—Dismissed March 17, 1915.

The complainant alleged that owing to an unusual delay in the delivery of two shipments of merchandise, it was entitled to reparation at the rate of \$1 per day for each day's delay in delivery.

The matter was referred to the law department of the Commission with request that an opinion be given as to the jurisdiction of the Commission in the premises.

In a report rendered by the Commission it was held that upon the facts set forth in the petition it was without jurisdiction or authority to grant the prayers thereof. The complaint was dismissed with leave to the petitioner to file complaint, as provided by law, as to any unreasonable delay in transportation.

## COMPLAINT DOCKET NO. 343.

ALEXANDER GUY  
vs.  
NEW YORK CENTRAL RAILROAD COMPANY.

Alleged inadequate train service between Morris Run and Blossburg. Insufficient heat in special funeral train.

Filed February 1, 1915.—Dismissed March 17, 1915.

Complaint was made that on the 12th day of November, 1914, the respondent ran a special funeral train between Morris Run and Blossburg, composed of three coaches, only one of which was heated, and alleged that the passengers in the other two coaches greatly suffered from cold.

The further allegation was made that by the discontinuance of the morning train of the respondent between Morris Run and Blossburg the service had been rendered inadequate.

The answer of the respondent averred that the coaches on the train in question were properly equipped to be heated by steam, and that if not properly heated upon the occasion in question it was due to the carelessness of its employees; that the employees responsible for the failure to heat said coaches had been disciplined, and that it was not expected that a repetition of the cause of the complaint would occur.

The respondent admitted the discontinuance of the morning train in question, but denied that it rendered the service inadequate, owing to the fact that the business between the points in question had materially decreased.

Commissioner Gaither made a personal inspection and investigation of the matters complained of.



The report of the Commission, as to the discontinuance of the morning train, set out that if it were not for the fact that the respondent has an agreement with the Erie Railroad Company to carry its coal out-put to Lawrenceville, approximately 29 miles, the same train crew could be utilized for additional passenger service between Morris Run and Blossburg, but under present conditions the installation of another train would also require the employment of a second crew and, taking everything into consideration, this would seem unjust to the respondent. The complaint was therefore dismissed.

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### COMPLAINT DOCKET NO. 327.

<p>A. B. STEIGERWALT, ET AL, vs. PITTSBURGH RAILWAYS COMPANY.</p>	}	<p>Alleged discriminatory rates of fare between Pittsburgh and Home- stead.</p>
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Filed December 9, 1914.—Dismissed March 17, 1915.

The complainant alleged that the respondent operated two lines of railway between Pittsburgh and Homestead, one starting from East Liberty and the other from Murray and Forbes Streets, in the City of Pittsburgh, upon the former of which a fare of 5 cents and upon the latter 10 cents was charged for the trip to Homestead, the result being that the cheaper route was the one more generally patronized, resulting in an overcrowded condition of cars, particularly during the rush hours.

A copy of the complaint was sent to the respondent company for answer. The answer of the respondent denied that its rates were discriminatory.

The case being at issue a hearing was held in Harrisburg, February 19, 1915, at which the respondent was represented by counsel and its General Manager, but the complainant did not appear. Testimony was presented on behalf of the respondent. Upon the conclusion of the taking of testimony the Commission directed that the case be held open and the complainant given an opportunity to present such testimony as he may desire. The complainant was advised of this action.

No further advices having been received from him, the Commission, in its report, held that, it appearing from the record in the case that the complainant failed to appear at the hearing and produce any testimony in support of his allegations, the complaint be dismissed.

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### COMPLAINT DOCKET NO. 369.

<p>BOROUGH OF ROCKWOOD vs. BALTIMORE &amp; OHIO RAILROAD COM- PANY.</p>	}	<p>Alleged damage to property by high water during flood stages caused by the narrow channel be- tween abutments of bridge cross- ing Cox's Creek.</p>
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Filed February 25, 1915.—Closed March 17, 1915.

The complainant's Burgess alleged that said borough was situated at the confluence of Cox's Creek with the Casselman River, said creek and river forming the eastern and southern boundary of the borough; that the main line of the respondent between Pittsburgh and Cumberland, Maryland, passed through said borough, paralleling the said Casselman River and crossing the said Cox's Creek at a distance approximately 75 feet above its confluence with the Casselman River; that the tracks of the said railroad across said creek are supported by means of steel

beams or girders and rest upon stone abutments on either side thereof; and are also supported by a stone pier in the middle of the span, set at right angle with the tracks and diagonally across the stream; that the said stream with its tributaries, forms the outlet and drainage for a large water-shed, and during winter rains and sudden thaws said stream becomes very turbulent; that the structure during the flood stages causes the said stream to overflow its banks to the great damage of abutting property. The complaint was accompanied by a petition numerously signed by residents of the community, praying for favorable action by the Commission.

The complaint was referred to Commissioner Gaither for consultation with the State Water Supply Commission, who, after consultation, reported to this Commission that he had conferred with the State Water Supply Commission, and it was determined that the matter was one within the jurisdiction of that Commission. This Commission thereupon advised the complainant that its complaint should be filed with the State Water Supply Commission for its determination. The case was directed to be marked closed.

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### COMPLAINT DOCKET NO. 346.

BLUE MOUNTAIN TELEPHONE AND  
TELEGRAPH COMPANY.  
vs.  
MOUNT BETHEL TELEPHONE COM-  
PANY.

} Physical connections between lines  
for the interchange and transfer  
of telephonic communications.

Filed February 6, 1915.—Closed March 17, 1915.

The complainant alleged that the respondent had refused to grant a physical connection of its line with the lines of the respondent and requested that a order of the Commission be entered compelling such connection.

Before the respondent had answered the complaint the complainant advised the Commission that it had entered into an agreement with the respondent providing for the connection in question and asked that the complaint be held in obedience. Subsequently counsel for the complainant filed with the Commission an agreement between the parties to the complaint authorizing the connection in question and advised that service had been given to each of the parties by means of the connection so made.

The cause of complaint having been thus removed the case was marked closed.

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### COMPLAINT DOCKET NO. 303.

LUZERNE COUNTY GAS & ELECTRIC  
COMPANY  
vs.  
CONSUMERS LIGHT COMPANY OF PLY-  
MOUTH.

} Alleged non-compliance with Com-  
mission's General Order No. 11.

Filed October 5, 1914.—Dismissed March 17, 1915.

The complainant, a public service company, complained that the respondent, also a public service company, was engaged in the construction of its wires across the structures of the complainant, in violation of General Order No. 11 issued by this Commission, and asked that said complainant be restrained from prosecuting said construction except in conformity with said general order.

The respondent, in reply, set forth that the complaint was indefinite and vague, not specifying any particular place or places where it had violated General Order No. 11 of the Commission. It further alleged that it was constructing wires in the borough of Plymouth under an ordinance of said borough, and that at no time did it consider the necessity of complying with General Order No. 11 for the reason that it was not considered that said general order applied to an electric light company whose wires crossed and recrossed at all corners and angles of streets.

The case was referred to the Chief of the Bureau of Engineering for inspection and report. The report of the Chief of the Bureau of Engineering made certain recommendations in the premises.

Subsequently a communication was received from the complainant advising that as the respondent had not proceeded with the construction of certain crossings that the complaint might be dismissed. The complaint was accordingly dismissed and the complainant advised that if it desired at any future time to renew the protest a new complaint would be considered by the Commission.

### COMPLAINT DOCKET NO. 329.

BUSINESS MEN'S ASSOCIATION OF  
HATBORO  
vs.  
PHILADELPHIA & READING RAILWAY  
COMPANY.

Alleged inadequacy of passenger  
train service on the Northeast  
Pennsylvania Branch.

Filed December 12, 1914.—Dismissed March 17, 1915.

Complaint was made against the removal of the train leaving Philadelphia at 11:25 o'clock P. M., known as the "theatre train," running on the Northeast Pennsylvania Branch of the respondent company to Ivyland, Hatboro being an intermediate point, thus depriving residents along this line from attending theatres, etc., unless they remain in Philadelphia over night, the last train leaving the Reading Terminal at 6:43 o'clock P. M. The complaint further alleged that when the so-called "theatre train" was in operation it was liberally patronized by the people living along this branch.

Reference was made to a proceeding before the Pennsylvania State Railroad Commission upon the same subject, when, it was alleged, an agreement was made for the permanent re-establishment of said so-called "theatre train" "irrespective of whether or not it paid as an individual train," and prayed that the Commission require the respondent to comply with said agreement.

The respondent, in its answer, denied that the train in question was well patronized by the residents of Hatboro and other towns along the aforesaid branch; that the withdrawal of the said train was due entirely to the fact that it was not well patronized, or that it entered into an agreement for the establishment of the aforesaid train "irrespective of whether or not it paid as an individual train." It averred that the operation of said train involved a considerable loss, and that the respondent did not feel justified in continuing the same under present traffic conditions.

The case being at issue, a hearing was held in Harrisburg March 3, 1915, at which testimony was taken.

The Commission held that in its opinion, there has been no violation of the agreement referred to in the complaint, and, further that there is not sufficient public demand for the train in question to warrant the Commission requiring the respondent to restore said train and operate it at a loss. The complaint was dismissed.



## COMPLAINT DOCKET NO. 289.

T. M. HURST, ET AL.  
vs.  
ERIE RAILROAD COMPANY.

} Petition for restoration of passen-  
ger service.

Filed October 13, 1914.—Closed March 19, 1915.

This complaint was signed by a citizens' committee of Arnot, Tioga County, protesting against the withdrawal of one train each way between Blossburg and that place, alleging that such withdrawal had caused great inconvenience to the residents of that place, and further alleging that it had resulted in the delaying of the delivery of the mails.

The answer of the respondent admitted the withdrawal of the trains in question, but averred that this action was not taken without careful investigation, said investigation showing that the aforesaid trains were not sufficiently patronized to warrant their continuance.

Commissioner Gaither made a personal investigation of the situation.

A hearing was held in Harrisburg, January 21, 1915, at which testimony was introduced

The report of the Commission recommended the issuance of an order directing the respondent to establish additional passenger service between Blossburg and Arnot, either by restoring the service of the discontinued trains between said points, or by so arranging its schedules that train No. 105 shall leave Blossburg as soon as possible after its arrival there and proceed to Arnot, returning from Arnot to reach Blossburg before the departure of train No. 258. An order was issued accordingly.

## COMPLAINT DOCKET NO. 374.

ACORN WEB MILLS, INCORPORATED  
vs.  
NORTH WALES WATER COMPANY.

} Alleged excessive charge for water  
service.

Filed March 16, 1915.—Withdrawn March 20, 1915.

The complainant, an industrial institution, alleged that for ten years prior to December 26, 1913, it had been supplied with water service by the respondent; that upon the 10th of June, 1914, the respondent notified the complainant that unless meter service were installed its supply of water would be cut off, the respondent agreeing to furnish the meter; that complainant installed a meter, and on January 1, 1915, a reading of the meter was made and a bill rendered the complainant for \$97.35. The complainant alleged that under the respondent's published tariff it was entitled to a meter charge of 30 cents per thousand gallons upon the respondent's reading of 59,430 gallons. This bill the complainant refused to pay and the respondent advised that unless the bill was paid by March 15, 1915, the service would be discontinued.

A copy of the complaint was sent to the respondent for answer.

Both parties to the complaint subsequently advised the Commission that the matter in controversy had been satisfactorily adjusted and the complainant asked permission to withdraw the complaint, which request was granted.



## COMPLAINT DOCKET NO. 307.

LIGONIER LUMBER COMPANY

vs.

LIGONIER VALLEY RAILROAD COMPANY,  
PENNSYLVANIA RAILROAD  
COMPANY.

} Alleged excessive freight rates.

Filed November 13, 1914.—Withdrawn April 6, 1915.

The complainant alleged prohibitive rates on lumber from Hanna's Run, Westmoreland County, to Youngwood, Mt. Pleasant, Scottdale, Connellsville, Connellsville (West Side), Dunbar, Uniontown and Fairchance; that there was a market for its product at these places, but that it was unable to compete because of the excessive rates charged.

The answers of the respondents denied that there was any joint rates between the two companies and each set out the rate on lumber from Hanna's Run to Latrobe and from Latrobe to Hanna's Run, respectively, Latrobe being the point of connection of the two roads.

Copies of both answers were sent to the complainant for comment, and after a lapse of some time the complainant advised the Commission that the complaint might be considered withdrawn, as it had arranged to dispose of its product within a district which does not take so high rate of freight. The complaint was thereupon withdrawn.

## COMPLAINT DOCKET NO. 326.

W. W. MACHEMER

vs.

WEST READING WATER COMPANY.

} Alleged refusal of company to extend water main except at the expense of consumer.

Filed December 8, 1914.—Closed April 6, 1915.

The complainant alleged that the respondent refused to extend its water main to a point where he intended to build a garage on Cherry Street, Reading, in the rear of his residence, insisting that if he wanted water he would be obliged to himself lay the main a distance of two hundred feet to connect with the company's main. Complaint was also made of the low pressure in his residence.

The respondent's answer averred that Cherry Street is a half street without provision for pavement and that there are no prospects that dwellings will ever be built on it; that connections for the purposes of his proposed garage could satisfactorily be made from the connection at his residence from the respondent's main on Penn Avenue, and that it would be a wasteful and extravagant and an undue burden on the respondent to be required to install the main requested.

Answering the complaint as to the low pressure in the complainant's residence, the respondent averred that it was due to corrosion in his pipes, they having been installed many years ago, and being of small dimension.

The case being at issue upon complaint and answer a hearing was held in Harrisburg February 4, 1915, at which testimony was taken. After the taking of such testimony a conference between the parties was held and a proposition made by the respondent to the complainant.

Upon receipt of advice that an adjustment had been reached between the parties, the case was directed to be marked closed.

## COMPLAINT DOCKET NO. 227.

PITTSBURGH PLATE GLASS COMPANY	} Alleged unjust demurrage charge.
vs.	
PENNSYLVANIA RAILROAD COMPANY.	

Filed June 10, 1914.—Closed April 6, 1915.

Complaint was made that the respondent was seeking to collect from the complainant demurrage at the rate of \$1.00 per car on coal belonging to the complainant, loaded in the complainant's own cars, shipped from its own mines to its factory at Tarentum, while standing upon its own siding located upon its own property.

The answer of the respondent denied some and admitted other of the allegations of the complaint.

A hearing was held in Harrisburg, August 18, 1914, at which testimony was presented.

Briefs were submitted by both parties to the proceeding, and after consideration by the Commission, under date of April 6, 1915, an order was issued directing the respondent to cease and desist collecting from the complainant demurrage charges upon the loaded cars of the complainant transported by the respondent from the mines of the complainant at Creighton and placed upon the private siding of the complainant at its factory at West Tarentum.

## COMPLAINT DOCKET NO. 268.

CRUCIBLE STEEL COMPANY OF	} Demurrage regulations.
AMERICA	
vs.	
PENNSYLVANIA RAILROAD COMPANY.	

Filed April 17, 1914.—Dismissed April 8, 1915.

The Crucible Steel Company of America complained that the Pennsylvania Railroad Company was charging demurrage against it upon certain shipments in a manner not provided for in the tariff of the respondent then in effect.

The question raised was whether inter-mill movement of a car by individual power falls under the provisions and regulations of the general demurrage rules of the railroad company. Under the facts presented in this case, it was held that the particular shipments complained of were not governed by the general demurrage rules of the respondent, and the complaint was dismissed.

## COMPLAINT DOCKET NO. 363.

CAMBRIAN LIMESTONE COMPANY	} Rates on limestone for road construction from Wampum to various points within the State of Pennsylvania.
vs.	
PENNSYLVANIA COMPANY, BALTIMORE & OHIO RAILROAD COMPANY AND PITTSBURGH & LAKE ERIE RAILROAD COMPANY.	

Filed March 3, 1915.—Closed April 8, 1915.

The complainant is extensively engaged in quarrying limestone at Wampum, where its siding connects with the tracks of the Pennsylvania Company. It al-

leged that the Pennsylvania Company refused to publish reasonable rates to points on the Baltimore and Ohio Railroad, and offers the complainant rates that are higher than those rates on crushed stone from other quarries at and near Wampum to the same destination points, to the prejudice and disadvantage of the complainant. Also that the Pittsburgh and Lake Erie Railroad Company filed with the Interstate Commerce Commission tariff effective August 26, 1913, which tariff is still in effect, authorizing the absorption of the Pennsylvania Company switching charge of \$2 per car from the complainant's plant, when shipments are destined to non-competitive points on the Pittsburgh and Lake Erie Railroad.

A copy of the complaint was forwarded to each of the respondent companies for answer.

The answers of the respondents admitted some and denied other of the allegations of the complaint, and the case being at issue a date for hearing was appointed.

Prior to the date fixed for hearing a communication was received from counsel for the complainant advising that the petition will be fully satisfied, without hearing, by the respondents, who have agreed to publish the rate sought on three days' notice, immediately upon receipt of permission from this Commission so to do. This permission was granted, the tariffs filed, and the case marked closed.

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### COMPLAINT DOCKET NO. 191.

BONDHOLDERS OF THE ALLEGHENY  
VALLEY WATER COMPANY  
vs.  
BOROUGH OF TARENTUM.

} Alleged injustice to complainants  
by unfair competition in the mat-  
ter of rates.

Filed April 23, 1914.—Dismissed April 9, 1915.

The petition of certain bondholders of the Allegheny Valley Water Company set forth that that company was engaged in supplying water to the inhabitants of the Borough of Tarentum, and that the officials of said Borough were constructing a water plant and threatened to furnish water at unreasonable and ruinously low rates for the purpose of injuring, destroying and bankrupting the Allegheny Valley Water Company; and that the said Borough officials had not complied with the provisions of The Public Service Company Law. The petition then prayed that the Commission restrain and enjoin the Borough of Tarentum and its officials from further continuing to construct said plant, and from using said plant to unreasonably and unfairly depress rates, thereby injuring and destroying the security of the bondholders.

From the testimony it appeared that the Borough had increased its indebtedness for the purpose of constructing a municipal water works; that the Tarentum Water Company and the Allegheny Valley Water Company had filed a bill in equity to restrain the Borough from constructing the plant, and that the bill had been dismissed by the lower court, the decree confirmed by the Supreme Court of this State, and an appeal refused by the Supreme Court of the United States.

The evidence failed to present anything which would enable the Commission to find that the rates established, or to be established, by the borough are unreasonable and ruinously low, and it appeared from the uncontradicted testimony that the water was turned into the borough system before the petition in this case was filed.

In a report filed by the Commission it was held that under the circumstances presented the prayer of the petition should be refused.



## COMPLAINT DOCKET NO. 337.

EASTERN CRAWFORD TELEPHONE  
COMPANY

vs.

CUSSEWAGO TELEPHONE COMPANY.

} Alleged violation of General Order  
No. 11 in construction of wire  
crossings.

Filed December 31, 1914.—Closed April 9, 1915.

The complainant, a telephone company operating in Crawford County, alleged that the respondent, in crossing its facilities at various points, has greatly interfered with its service, much to its financial loss. It alleged that in some instances the respondent's insulators were so closely placed that they touched the insulators of the complainant, in direct violation of General Order No. 11 of this Commission.

The answer of the respondent admitted the allegations of the complaint except the allegation of interference.

In a reply, the complainant averred that its service had been materially interfered with and requested that a hearing be held.

A date for hearing was appointed, but under date of March 10, 1915, a communication was filed with the Commission advising that an adjustment of the differences had been reached by the parties, and the case was directed to be marked closed.

## COMPLAINT DOCKET NO. 309.

CHARLES F. BROWN, ET AL.

vs.

BALTIMORE AND OHIO RAILROAD  
COMPANY.

} Alleged irregular passenger train  
service between Allegheny and  
Bakerstown; also alleged inade-  
quate station for facilities at Al-  
legheny Station.

Filed November 19, 1914.—Closed April 13, 1915.

Complaint was made of the poor and irregular passenger service of the respondent, particularly between Allegheny and Bakerstown. Complaint was also made of the inadequacy of the station facilities at Allegheny. It was alleged that passenger trains stop at the baggage room to load and unload baggage and then run to the station proper when there was a rush of people to get seats, entailing risk of life and injury; also that passengers were allowed to board the trains at said station while in motion.

The respondent, in its answer, denied that its passenger train service is poor and irregular and that trains are unnecessarily delayed for the reason set forth in the petition or for any other reason. It admitted that at times there were unavoidable delays. It averred that to rebuild its road, or parts of it, or to double the tracks, would require an expenditure of a sum disproportionate to any returns that could be expected.

Regarding the inadequacy of the station facilities at Allegheny the respondent denied the allegation that the station is mismanaged, and, on the contrary, averred that the station is managed with care and with due regard to the safety of the public.

A hearing in the matter was held in Harrisburg, June 22, 1915, at which the complainant was present and the respondent represented by counsel.



At the hearing it was agreed between the parties that the complainant shall keep a record of the running time of the passenger trains for a period of thirty days and advise the Commission of the result, and the respondent agreed to endeavor to improve the running time of the trains and service at the station, and recommended that the matter be held in abeyance until reports are received by the Commission.

Under date of April 6, 1915, the complainants advised the Commission that there had been a very appreciable improvement in the service during the month of March and thanked the Commission for its interest in the matter, and as the cause of complaint was thus removed, the case was marked closed.

### COMPLAINT DOCKET NO. 355.

GAFFNEY WOOD PRODUCTS COMPANY vs. BUFFALO AND SUSQUEHANNA RAIL- ROAD CORPORATION.	}	Alleged unjust and unreasonable rate on shipments of coal by reason of refusal of respondent to establish a joint rate.
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Filed February 17, 1915.—Withdrawn April 20, 1915.

The complainant, engaged in the manufacture of wood alcohol, charcoal and acetate of lime at Walton, Potter County, complained that it was discriminated against in the matter of rates on bituminous coal by reason of the fact that the respondent refused to establish through routes and joint rates, and that the rates as at present charged were unreasonable and unjust.

Answering the complaint, and respondent denied that the rates charged were unreasonable or unjust or that the complainant suffered by reason of the refusal of the respondent to establish joint rates. It admitted that it had not established any through routes and joint rates on bituminous coal from mines located on other roads to points on its own line; that the coal produced by mines located on its railroad at DuBois and Sagamore and points intermediate thereto is high in quality, ample in quantity, and sold by the producers at reasonable prices.

The case being at issue on complaint and answer, a date for hearing was appointed, but prior to the time fixed for hearing a stipulation was filed with the Commission signed by counsel for both parties, requesting that the complaint be considered withdrawn without prejudice. This request was accordingly granted.

### COMPLAINT DOCKET NO. 334.

E. M. WATT vs. BELLEFONTE CENTRAL RAILROAD COMPANY.	}	Withdrawal of passenger and freight train service to Pine Grove Mills.
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Filed December 29, 1914.—Closed April 20, 1915.

The complainant, a merchant at Pine Grove Mills, alleged that, without notice, the Respondent had discontinued train service between Bellefonte and the above-named place, to the great inconvenience of the residents of said village.

The respondent, in answer, averred that there was no intention upon its part to annul the schedule in effect, but that the discontinuance of trains to Pine Grove Mills was due entirely to snow drifts, and that it was doing everything in its power to resume the service.

In replication, the complainant denied the averment of the answer and asked that a hearing be held. A date for hearing was appointed, but subsequently an agreement for a continuance of said hearing was filed with the Commission, in which it was intimated that there was a possibility of an amicable adjustment of the difference between the parties.

Subsequently, under date of February 20, 1915, counsel for the complainant filed an amended complaint, in which the further allegation was made that the station at Pine Grove Mills had been closed from October 12, 1914, to January 30, 1915; that there was no person in charge of the same; that persons desiring to avail themselves of such train service as was offered were obliged to remain outside without shelter.

The respondent filed an answer to the amended complaint, denying materially all of the allegations therein contained.

Under date of April 15, 1915, a paper signed by both parties to the complaint was filed declaring that the matters in controversy had been amicably adjusted, and the case was directed to be marked closed.

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### COMPLAINT DOCKET NO. 361.

LINCOLN LUMBER COMPANY	}	Claim for loss on account of refusal of consignee to accept shipment of ties delayed in transit.
vs.		
PENNSYLVANIA RAILROAD COMPANY.		

Filed March 3, 1915.—Closed May 4, 1915.

A car-load of 500 oak trolley ties consigned to the West Side Electric Street Railway Company at Charleroi from Queen, March 23, 1914, did not reach its destination until June 22, 1914, being practically three months in transit. The complainant had sold the ties for prompt delivery. Before the date of delivery the consignee was compelled to purchase ties elsewhere, and when the ties were finally delivered refused to accept them.

After investigation the respondent advised that the unusual delay was due to labor troubles on its Monongahela Division and that it would take the matter up with the complainant with a view to an amicable adjustment.

Upon receipt of advises that the matter has been satisfactorily adjusted the case was marked closed.

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### COMPLAINT DOCKET NO. 311.

EAST LEHIGH COLLIERY COMPANY	}	Petition praying for the establish- ment of certain through rates on coal.
vs.		
LEHIGH AND NEW ENGLAND RAIL- ROAD COMPANY; PHILADELPHIA		
AND READING RAILWAY COMPANY.		

Filed November 26, 1914.—Closed May 6, 1915.

The complainant, operating a colliery located on the Lehigh and New England Railroad at Tamaqua, petitioned the Commission for the establishment of joint rates on anthracite coal from said colliery to points on the Philadelphia and Reading Railway, which joint rates the respondent, it alleged, refused to issue.

The Lehigh and New England Railroad Company, in answer, averred that it stood ready and willing to enter into joint rates with the Philadelphia and Reading Railway Company on coal from the complainant's colliery, but that the latter company refused to enter into such joint rates.

The Philadelphia and Reading Railway Company, in its answer, averred that for many years prior to June, 1912, it had a direct track connection with the breaker of the Complainant, but that this connection was broken at the time mentioned by the Lehigh and New England Railroad Company without the knowledge or consent of the said respondent.

The case being at issue upon complaint and answer a date for hearing was appointed. Prior to the time set for the hearing a request was received by the Commission for a postponement for two weeks in order to secure time for a conference between the officials of the respondents and the Lehigh Coal and Navigation Company, which, it was thought, might bring about an adjustment of the matters in controversy.

As a result of said conference the Philadelphia & Reading Railway Company issued a joint tariff effective May 17, 1915, which was satisfactory to the complainant, and the case was marked closed.

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COMPLAINT DOCKET NO. 242.

<p>FRANK D. GEER vs. CAMBRIA INCLINED PLANE COM- PANY</p>	}	<p>Alleged excessive rates for carriage of passengers and vehicles.</p>
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Filed June 26, 1914.—Closed May 6, 1915.

The complainant alleged that the rates for the carriage of passengers and vehicles provided in the tariff filed with this Commission by the respondent effective January 1, 1914, were discriminatory and unjust; that the service rendered by the respondent was inadequate; and that an insanitary condition existed in the waiting rooms and car of the respondent.

The respondent, in answer, denied the material allegations of the complaint, averring that the rates provided in its tariff were not discriminatory and were just and reasonable, the service adequate, and conditions sanitary.

The case being at issue upon complaint and answer, a hearing was held in Harrisburg, August 18, 1914, at which testimony was introduced.

In an opinion by the Commission dated February 4, 1915, it was held that the rates charged were not unreasonable; that the evidence did not show an insanitary condition of the car, but certain improvements and changes were ordered which, it was thought, would inure to the benefit of all concerned. The company was directed to report to the Commission within thirty days from the date of the order the steps which had been taken by it to carry out the improvements directed to be made.

## COMPLAINT DOCKET NO. 252.

BUFFALO, ROCHESTER & PITTS-  
BURGH RAILWAY COMPANY  
vs.  
PENNSYLVANIA COMPANY.

} Joint rates and through routes on  
traffic interchanged at New Cas-  
tle, Pa.

Filed July 16, 1914.—Closed May 6, 1915.

Complaint was made that the respondent had declined to enter into with the complainant joint rates and through routes for the interchange of freight and passengers at or near New Castle, where there exists a physical connection of the roads of both parties.

The answer of the respondent averred, *inter alia*, that it had consistently declined to receive and deliver the traffic in question for the reason that such service cannot lawfully be required of it, in that it is a mere terminal service and delivery and involves the giving by it of its terminal facilities to another carrier engaged in like business and with which it is in direct competition for the traffic in question.

A hearing was held at Harrisburg, February 9, 1915, at which testimony was presented by both parties.

Before a determination had been reached by the Commission the respondent filed with the Commission a supplement to its tariff providing for a switching charge of \$2.00 per car on all loaded cars to and from industries on its tracks at New Castle.

As this action removed the cause of complaint, the case was directed to be marked closed.

## COMPLAINT DOCKET NO. 297.

PETER C. CURRY, ET AL.  
vs.  
EMLENTON WATER COMPANY.

} Alleged excessive rates for water  
service.

Filed November 2, 1914.—Dismissed May 7, 1915.

The complainant alleged that the respondent for thirty years past had been furnishing water to the public in Emlenton at certain fixed rates but that recently it established new rates which, in their judgment, were excessive.

The answer of the respondent admitted some and denied other of the allegations of the complaint, but particularly denied that the charges in question were "excessive and are more than other water companies charge for like service."

The case being at issue upon complaint and answer, a hearing was held in Harrisburg, January 5, 1915, at which testimony was introduced.

By agreement of counsel the Chief of the Bureau of Accounts and Statistics of the Commission made an examination of the books and accounts of the respondent and the Chief of the Bureau of Engineering made an inspection of the physical condition of the plant.

Briefs were filed by counsel for both parties to the complaint.

In the opinion of the Commission it was held that the respondent be required to forthwith open and keep proper books of property and accounts based upon a detailed inventory of the property as it now stands and that a complete report of cost, receipts and disbursements be installed and kept. It further held that in the opinion of the Commission the complainant has failed to show that the rates are excessive, and directed that the complaint be dismissed.



## COMPLAINT DOCKET NO. 171.

BOROUGH OF SCHUYLKILL HAVEN	}	Inadequate water supply.
vs.		
SCHUYLKILL HAVEN GAS & WATER COMPANY.		

Filed March 19, 1914.—Closed May 7, 1915.

The Borough of Schuylkill Haven complained that the respondent was not furnishing to the public an adequate and sufficient supply of water nor adequate protection against fire.

The case being at issue upon complaint and answer a number of hearings were held at which a large amount of testimony was taken.

In its report the Commission held that it is the duty of the water company to furnish an adequate and sufficient supply of water to the borough, and one of the purposes of the Public Service Company Law is to protect the borough and require the water company, by proper order, to make such additions to its facilities and changes in its operation as will give to the borough an adequate and sufficient supply; that in the opinion of the Commission it is the duty of the respondent to secure an additional supply of water, and in said report sets out the manner in which the respondent shall proceed to that end.

From the decision of the Commission the respondent appealed to the Court of Common Pleas of Dauphin County, but at the time of the writing of this report no decision has been reached by said court.

## COMPLAINT DOCKET NO. 331.

IRA B. BIXLER, ET AL.	}	Alleged refusal of respondent to extend electric service to residences of complainants.
vs.		
UNITED ELECTRIC COMPANY OF LE-MOYNE.		

Filed December 15, 1914.—Dismissed May 7, 1915.

The complainants, residing in a small community known as South Earlington, Cumberland County, alleged that the respondent had refused to extend to their residences power for electric lighting for the reason that the cost of running a wire for that purpose was greater than was warranted by the business to be derived therefrom.

The respondent averred that South Earlington is located near the southern limits of the Borough of Camp Hill and that the district between the borough and the residences of the complainants is largely vacant; that it would be impossible to reach them without the construction of a new branch line at considerable expense.

A hearing was held in Harrisburg, February 18, 1915, at which both complainants were present and the respondent represented and testimony presented. It developed that the respondent was willing to enter into an agreement whereby the complainants pay the respondent \$100 towards paying for the construction of the new line to their residences, the company to refund the amount at the end of five years if the complainants and two additional customers who have located within 100 feet of any one of the new poles located shall remain customers of the company for three years.

The report of the Commission held that the return from the service requested would be entirely insufficient to justify the company in making the necessary expenditure, and under the circumstances an order would not issue unless the complainants made an advance payment to the company to cover a portion of the cost under a stipulation that the payment shall be returned at the end of a definite period. The case was dismissed.

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### COMPLAINT DOCKET NO. 350.

<p>TWENTY-SEVENTH WARD PROGRESS- IVE CLUB OF PITTSBURGH vs. PITTSBURGH RAILWAYS COMPANY.</p>	}	<p>Alleged discrimination in the grant- ing of transfer privileges.</p>
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Filed February 11, 1915.—Dismissed May 7, 1915.

Complaint was made that the respondent refused to issue transfers to Federal Street to passengers using its Brighton Road line, alleging a discrimination in this regard.

The answer of the respondent averred that to grant the transfers in question would have the effect of overcrowding the Federal Street line.

The case being at issue, a hearing was held in Harrisburg, April 9, 1915, at which testimony was introduced.

After an investigation and hearing, the Commission rendered a report in which it was held that the conditions were such that an order directing the issuance of the transfers prayed for would destroy the established system of transfers and tend to congest the main arteries of travel to such an extent that the Commission would not be justified in directing it. The complaint was therefore dismissed.

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### COMPLAINT DOCKET NO. 305.

<p>W. H. DAVIS, ET AL. vs. NORTHERN CENTRAL RAILWAY COM- PANY.</p>	}	<p>Petition for the establishment of station facilities at New Market.</p>
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Filed November 12, 1914.—Dismissed May 7, 1915.

The complainants petitioned the Commission for the installation of station facilities at New Market and Bella Vista, in York County, on the line of the Northern Central Railway Company.

The respondent, answering the complaint, averred that the population of each of said villages about two hundred; that the terminus of the Valley Railways Company (a trolley line) is but 810 feet or thereabouts, from the center of Bella Vista and but 2,590 feet, or thereabouts, from the center of New Market; that the site proposed in the complaint for a station is about 4,150 feet from New Cumberland, where the respondent maintains an agency station.

The case being at issue, a hearing was held in Harrisburg March 16, 1915, at which testimony was taken, both parties to the complaint being represented by counsel.

The Commission held that in its opinion the respondent in providing service at New Cumberland is performing a service which should be satisfactory to the two adjacent villages; that the towns of New Market and Bella Vista receive a full and adequate passenger service commensurate with the needs of the communities; that the respondent's present station facilities afford adequate and reasonable accommodations for all passengers who may desire to travel from New Cumberland, New Market and Bella Vista, and that the complaint should be dismissed.

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### COMPLAINT DOCKET NO. 193-2

MONONGAHELA CONNECTING RAIL- ROAD COMPANY	} In re: Allowance to Short Line.
vs.	
PITTSBURGH & LAKE ERIE RAILROAD COMPANY,	
PENNSYLVANIA RAILROAD COMPANY, BALTIMORE & OHIO RAILROAD COM- PANY.	

Filed April 18, 1914.—Closed May 14, 1915.

Complaint was made that the tariffs of the respondents proposed to take effect May 15, 1914, whereby the existing rates were to be increased on commodities shipped from and to the line of the complainant were unreasonable and unjust; that the complainant would be prevented from participating in the existing joint rates with the respondents, the new tariffs providing that the flat Pittsburgh rate will apply only to the junction between the complainant's railroad and the carriers' lines, and that the local rate of the complainant would have to be added to the said Pittsburgh rate to make delivery to and from industries located upon complainant's line. This was one of a number of similar complaints filed with the Commission and known as the Industrial Railway cases.

An order of the Commission held that the complainant was a common carrier, under the decisions of the Supreme Court of Pennsylvania, and entitled to participate in joint rates with the respondents, and that the proposed rates are not justified and should not go into effect.

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### COMPLAINT DOCKET NO. 193-7.

UNION RAILROAD COMPANY	} In re: Allowance to Short Line.
vs.	
BALTIMORE & OHIO RAILROAD COM- PANY, et al.	

Filed April 28, 1916.—Closed May 14, 1915.

Complaint was made that the tariffs of the respondents proposed to take effect May 15, 1914, whereby the existing rates were to be increased on commodities shipped from and to the line of the complainant were unreasonable and unjust; that the

complainant would be prevented from participating in the existing joint rates with the respondents, the new tariffs providing that the flat Pittsburgh rate will apply only to the junction between the complainant's railroad and the carriers' lines, and that the local rate of the complainant would have to be added to the said Pittsburgh rate to make delivery to and from industries located upon complainant's line. This was one of a number of similar complaints filed with the Commission and known as the Industrial Railway cases.

An order of the Commission held that the complainant was a common carrier, under the decisions of the decisions of the Supreme Court of Pennsylvania, and entitled to participate in joint rates with the respondents, and that the proposed rates are not justified and should not go into effect.

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### COMPLAINT DOCKET NO. 253.

BOARD OF TRADE OF WEST CHESTER	}	Alleged unjust rates for electric service.
vs.		
PHILADELPHIA SUBURBAN GAS &		
ELECTRIC COMPANY.		

Filed July 17, 1914.—Closed May 18, 1915.

The Board of Trade of West Chester complained to the Commission that the Philadelphia Suburban Gas & Electric Company was charging and collecting rates which were unfair, unjust and unreasonable, and asked the Commission to inquire into said rates and grant such relief as is proper and just.

After hearings held by the Commission on the subject of the complaint the public service company made certain changes in its rates and tariffs designed to remove the cause of complaint, and as the new tariffs filed satisfied the complainants, the Commission, at their request, marked the matter closed.

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### COMPLAINT DOCKET NO. 113.

GEORGE C. GOCHENAUR, ET AL.	}	Alleged excessive rates for water service.
vs.		
RIVERTON CONSOLIDATED WATER		
COMPANY.		

Filed January 5, 1914.—Closed May 18, 1915.

The complainant alleged that the respondent is the result of the merger and consolidation of a number of water companies operating in contiguous territory in Cumberland and York Counties, one of which contracting companies was the Riverton Water Company, which had theretofore secured the passage of an ordinance granting it the privilege of laying pipes in the Borough of Camp Hill, wherein the complainants reside, in which said ordinance, it alleged, the following provisions was contained:



"The rates for water charged to the citizens of Camp Hill shall at no time exceed the charges in the City of Harrisburg at a corresponding period and at no time should the rates be in excess of those in Harrisburg at the present time."

It further alleged that after the aforesaid merger the rates were increased to double those charged by the old company and in excess of those charged by the City of Harrisburg.

The answer of the respondent admitted some and denied other of the allegations of the complaint.

The case being at issue upon complaint and answer, a hearing was held in Harrisburg, March 4, 1914, at which it developed that the matter here complained of was pending before the Cumberland County Court, and counsel for the petitioner was advised that before this Commission would proceed to an investigation into the complaint, the legal proceedings in the court would have to be completed.

Under date of May 18, 1915, the Commission directed that the case be marked closed, and if, in the future, the complainants desired to renew the complaint a new petition would be considered by the Commission. The case was accordingly marked closed.

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### COMPLAINT DOCKET NO. 17.

MABEL A. PURDY

vs.

GALETON-ELDRED WATER COMPANY.

} Regulation governing installation  
of service lines.

Filed August 8, 1913.—Closed May 18, 1915.

The complainant alleged that the respondent refused to run a service pipe from its main to her property on Main Street, in Galeton, Potter County.

The respondent admitted that its rules provided that in all cases where its main was tapped the expense of running the feed pipe to the property was borne by the property owner.

A copy of this answer was forwarded to the complainant, and under date of January 12, 1914, a communication was received from her from Los Angeles, California, stating that she was traveling through Southern California, and asked that the case be held in abeyance until her return.

Nothing further was heard from the complainant in the matter, and the case was marked closed for lack of prosecution.

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### COMPLAINT DOCKET NO. 274.

CITY OF SCRANTON

vs.

SCRANTON RAILWAYS COMPANY.

} Petitioning for the extension of  
service.

Filed August 24, 1914.—Dismissed May 20, 1915.

The City of Scranton complained that notwithstanding the passage of an ordinance authorizing the respondent to extend its line on Luzerne Street from where it now terminates at Twenty-second Street to the dividing line between the City of Scranton and the Borough of Taylor, said respondent has not accepted said ordinance nor made any move to construct said extension.

The answer of the respondent set forth that the territory contemplated to be covered by the ordinance was sparsely settled; that the cost of constructing the extension in question would be from \$15,000 to \$18,000; that there would not be sufficient additional business to warrant the expenditure, and further, that, under its charter, the Commission was without jurisdiction to compel it to make the said extension. In the ordinance aforesaid it is provided that the franchise shall be limited to a period of fifty years and that at the expiration of said term the said franchise shall be relinquished and turned over to the City at the actual value at that time.

The case being at issue a hearing was held in Harrisburg, December 17, 1914, at which testimony was introduced. Briefs were filed by counsel for both parties.

After fully considering the evidence and briefs on file, the Commission rendered a report holding that in its opinion the necessity for the establishment of the route covered by the proposed extension was not such as to justify the Commission in compelling the respondent to make the proposed extension.

It was further held that The Public Service Company Law does not authorize the Commission to compel a public service company to extend its facilities beyond the territory covered by its charter or amendments thereto. The petition was accordingly dismissed.

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### COMPLAINT DOCKET NO. 299.

MARCELLUS R. LARE	}	Water service interruptions.
vs.		
PENNSYLVANIA WATER COMPANY.		

Filed November 4, 1914.—Dismissed May 20, 1915.

The complainant alleged that the water at his residence was shut off without notice at a time when there was sickness in his house, and that he was compelled to pay \$10 before the respondent would turn it on.

The answer of the respondent averred that it discontinued the supply of water to the complainant, but this was done after almost two months of effort to induce the complainant to comply with the rules of the respondent and furnish a new meter to take the place of one which had worn out after more than sixteen years of service.

It seems that the complainant is a dealer in meters and after consultation with the respondent, he alleged permission was given to place one of his own meters in service. The meter produced by the complainant was a cast iron meter and the respondent refused to install it. Later a bronze meter was furnished which, instead of registering by cubic feet, registered by the gallon, and this was unsatisfactory to the respondent. After the old meter failed to register, and as the complainant refused to install a new meter satisfactory to the respondent, the water service was discontinued as aforesaid.

The matter was referred to Commissioner Tone for investigation and report.

The report of the Commission held that in its opinion the respondent acted within its rules and regulations, which have been approved by the Court of Allegheny County, and directed that the complaint be dismissed.

## COMPLAINT DOCKET NO. 300.

WEST VIRGINIA PULP & PAPER COMPANY; NEW YORK & PENNSYLVANIA COMPANY; THE D. M. BARE PAPER COMPANY AND THE YORK HAVEN PAPER COMPANY.

vs.

THE PENNSYLVANIA RAILROAD COMPANY; HUNTINGDON & BROAD TOP MOUNTAIN RAILROAD COMPANY; PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY; AND WEST JERSEY & SEASHORE RAILROAD COMPANY.

} Alleged excessive and discriminatory rates on pulpwood.

Filed November 9, 1914.—Dismissed May 20, 1915.

The complainant protested against the proposed increased rate on pulpwood, as proposed in tariffs filed effective November 3, 1914, and November 10, 1914, from various producing points in Pennsylvania to the several plants of the complainants, said increase amounting to ten cents per net ton, alleging the said increase to be excessive, discriminatory, unreasonable and unjust. The complainants alleged that the commodity in question was a desirable one for transportation, the movement of which not usually requiring expedition.

The answers of the respondents, generally, admitted the desirability of the handling of the commodity in question at a reasonable rate; that generally it does not require an expedited movement, and denied that the proposed increased rate was discriminatory, unreasonable or unjust.

The case being at issue upon complaint and answer, a hearing was held in Harrisburg, January 7, 1915, at which testimony was introduced. Briefs were filed by counsel for the parties in interest.

The report of the Commission held that the burden of proving the reasonableness of an increase of rates rests upon the carrier, and that the question of whether or not, in any particular case, such proof has been adduced, is left in large measure to the judgment of the Commission; also that, under the testimony produced in this case, the Commission is of the opinion that the advance in rates upon pulpwood is just and reasonable. The complaint was dismissed.

From the ruling of the Commission the complainants entered an appeal to the Superior Court. At the time of the writing of this report no decision had been reached by said court.

## COMPLAINT DOCKET NO. 390.

PAUL E. WOLL

vs.

PHILADELPHIA & READING RAILWAY COMPANY.

} Alleged discrimination in rates and service against Fern Rock Station on the Third & Berks Streets line of the respondent.

Filed May 3, 1915.—Closed May 20, 1915.

The complainant alleged that since the discontinuance of the 50-trip tickets between Fern Rock and the respondent's Third and Berks Street Station, and the issuance only of 60-trip tickets the patrons of this branch were discriminated against because of the fact that there is only one train daily upon which the tickets can

be used, and requested that the respondent be required to install an evening train to enable the public to make use of the 60-trip tickets, or establish a practical rate for the morning train.

In its answer, the respondent agreed that it would have the afternoon train, leaving the Third and Berks Street Station at 1.00 o'clock P. M., stop at Fern Rock, and place on sale 100-trip and 10-trip tickets, which, it was thought, would remove the ground of complaint.

This information being communicated to the complainant he advised, under date of May 8, 1915, that the adjustment was very satisfactory, and the case was marked closed.

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### COMPLAINT DOCKET NO. 375.

H. H. RHOADES  
vs.  
THE PENNSYLVANIA COMPANY.

} Alleged inadequate passenger train  
service to and from Espyville.

Filed March 18, 1915.—Dismissed May 21, 1915.

Complaint was made of the inadequate passenger train service afforded the people of Espyville, Crawford County, alleging that they could not go to Meadville, the county seat, and return the same day; also that in traveling north to Linesville and points beyond the same difficulty arose, due not to the number of trains operated by the respondent company, but to the fact that trains which would serve their purpose did not stop at Espyville, and asked that the Commission order certain trains in each direction to stop at that place.

In answer, the respondent advised that since the filing of the complaint an order had been issued by which Espyville will thereafter be a flag station for train No. 216, south bound.

This information was communicated to the complainant, who advised that so far as that part of the complaint was concerned it was satisfactory, but that it was further desired to have train No. 234, due at Espyville at 7.10 o'clock A. M., also stop on flag.

A hearing was appointed to be held in Harrisburg, May 6, 1915, and the parties to the complaint duly notified. The complainant, however, was not present or represented at said hearing. Testimony was introduced on behalf of the respondent.

In the report of the Commission it was held that as the complainant did not appear at the hearing; that as it was shown that Espyville has but thirty or forty inhabitants; that as the village is about one mile from the railroad station; that as there are now three trains in each direction which stop daily at said station, one of which having been established since the filing of the complaint, the Commission was of the opinion that the service is reasonably sufficient, and the complaint should be dismissed.



## COMPLAINT DOCKET NO. 316.

CHARLES S. KEEFER

vs.

PENNSYLVANIA RAILROAD COMPANY.

} Alleged inadequate station facilities  
at Woodside Station.

Filed November 19, 1914.—Closed May 21, 1915.

The complainant alleged that the station facilities at Woodside, Dauphin County, on the Lykens Valley Branch of the respondent, were inadequate, and requested that a signal post, freight platform and heating facilities be ordered established at said station.

The respondent, in answer, averred that there was not sufficient business originating at Woodside to justify the expense of complying with the petitioner's request; that during the month of November, 1914, it handled but six consignments of freight to and from Woodside, the charges upon which amounted to \$1.50. It further averred that, in its opinion, the number of passengers using the station would not average two per day.

In replication, the complainant denied the averment of the respondent, alleging that there was considerable business at that place; that there would be more if better facilities were furnished; and that one of the employees of the respondent, living in the vicinity, attended to the switch light and could easily take care of the stove and signal lights.

A hearing was held in Harrisburg upon the complaint February 16, 1915, at which the complainant was present and the respondent represented.

After due consideration of the evidence and facts before it the Commission directed that the said station be heated and that a signal device be placed upon the platform for the use of the patrons of the respondent who desire to have trains stop at said station.

Under date of March 5, 1915, the respondent filed a petition for a re-hearing, alleging that the order of the Commission was unduly burdensome, unreasonable and unjust; that if a re-hearing be granted it would be able to have present its Superintendent in charge of that division, who is familiar with the situation, but who was unable to be present at the hearing on account of illness.

After a full consideration of said petition, together with a review of the record, the petition for a re-hearing was refused, and the report and order heretofore entered by the Commission affirmed.

Upon receipt of advice from the respondent that the order of the Commission would be complied with the case was marked closed.

## COMPLAINT DOCKET NO. 952.

(Pennsylvania State Railroad Commission.)

PENNSYLVANIA PARAFFINE WORKS,

ET AL.

vs.

PENNSYLVANIA RAILROAD COMPANY,

PENNSYLVANIA COMPANY.

} Excessive rate on oil, Walford to  
Titusville.

Filed October 21, 1912.—Closed June 1, 1915.

The Pennsylvania Paraffine Works and the Bessemer Refining Company claimed of the Pennsylvania Railroad Company and the Pennsylvania Company reparation on certain shipments of crude oil between Walford and Titusville.

From the testimony it appeared that the complainants had been charged and had paid for said shipments at the rate of  $8\frac{1}{2}$  cents per 100 pounds; that the Pennsylvania State Railroad Commission had found the said rate to be unreasonable, and that the rate of  $7\frac{1}{2}$  cents per 100 pounds was the reasonable rate for said transportation.

In the report of the Commission it was held that the complainants were entitled to reparation at the rate of one cent per 100 pounds upon shipments made between July 26th, 1913, the date of the passage of The Public Service Company Law, and October 20th, 1913, the date upon which the respondents put into effect the rate of  $7\frac{1}{2}$  cents per 100 pounds, recommended by the Pennsylvania State Railroad Commission.

### COMPLAINT DOCKET NO. 232.

SPRECKELS SUGAR REFINING COMPANY

vs.

THE PENNSYLVANIA RAILROAD COMPANY; THE NORTHERN CENTRAL RAILWAY COMPANY; PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY; HUNTINGDON & BROAD TOP MOUNTAIN RAILROAD COMPANY; PHILADELPHIA & READING RAILWAY COMPANY; NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY; PITTSBURGH & SUSQUEHANNA RAILROAD COMPANY; CAMBRIA & INDIANA RAILROAD COMPANY; CHERRY TREE & DIXONVILLE RAILROAD COMPANY; LISGONIER VALLEY RAILROAD COMPANY; MONONGAHELA RAILROAD COMPANY.

Increase in rates on coal consigned to Philadelphia for harbor delivery.

Filed June 16, 1914.—Withdrawn June 3, 1915.

The complainant alleged that the proposed increase in rates on bituminous coal from various points in the State of Pennsylvania to Port Richmond for harbor delivery was excessive, unreasonable, unjust and discriminatory.

Upon application of the several respondents duly filed with the Commission permission was granted to cancel the tariffs involving the proposed increased rates in question and to restore the rates previously in effect, pending the determination of a similar complaint before the Interstate Commerce Commission with reference to interstate traffic.

In view of the cancellation of the tariffs in question the complainant requested permission to withdraw the complaint filed by it, which request was granted.

## COMPLAINT DOCKET NO. 239.

LEWIS BOYER, ET AL.

vs.

THE PENNSYLVANIA RAILROAD COMPANY; THE NORTHERN CENTRAL RAILWAY COMPANY; PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY; HUNTINGDON & BROAD TOP MOUNTAIN RAILROAD COMPANY; PHILADELPHIA & READING RAILWAY COMPANY; NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY; PITTSBURGH & SUSQUEHANNA RAILROAD COMPANY; CAMBRIA & INDIANA RAILROAD COMPANY; CHERRY TREE & DIXONVILLE RAILROAD COMPANY; LIGONIER VALLEY RAILROAD COMPANY; MONONGAHELA RAILROAD COMPANY.

Proposed increase in rate on coal shipped to Philadelphia for harbor delivery.

Filed June 19, 1914.—Withdrawn June 3, 1915.

Under date of June 18, 1914, complaint was made by various owners of tug boats engaged in steam towage business in the Philadelphia harbor, Delaware River and Bay and along the Atlantic Coast, against the proposed increase in rates effective June 20, 1914, on bituminous coal to points within the Capes, alleging the same to be discriminatory and unjust.

Under date of June 19, 1914, upon permission granted by this Commission, the tariff in question was cancelled and the rates formerly effective restored, pending the decision of the Interstate Commerce Commission in a similar complaint in the matter of the interstate transportation of bituminous coal.

Under date of June 2, 1915, the complainant advised the Commission that in view of the fact that the Interstate Commerce Commission had ordered the cancellation of the increased rates on bituminous coal to tide water they desired to withdraw the complaint, which request was granted.

## COMPLAINT DOCKET NO. 377.

PITTSBURGH CRUCIBLE STEEL COMPANY  
vs.  
PENNSYLVANIA COMPANY.

Rates on billets and pig iron between Midland and Pittsburgh alleged to be unjust, unreasonable and discriminatory.

Filed April 13, 1915.—Withdrawn June 3, 1915.

The complainant alleged that the rate on billets and pig iron published in Tariff P. S. C. Pa. F-133 from Midland to Pittsburgh, was unjust and discriminatory, the respondent, as well as other carriers in the Pittsburgh district, publishing tariffs from other localities with which the petitioner has to compete, at lower rates on the same commodity for practically the same distance.

The respondent, in its answer, generally denied that the rates in question were unjust, unreasonable and discriminatory or otherwise in violation of law.

A date for hearing was appointed, but prior to that time the Commission was advised that an amicable adjustment had been reached by the parties, and the complainant requested that the complaint be withdrawn. This request was accordingly granted.

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### COMPLAINT DOCKET NO. 235.

<p>JOHN LANG PAPER COMPANY vs. NEW YORK CENTRAL &amp; HUDSON RIVER RAILROAD COMPANY.</p>	}	<p>Proposed increase in rate on coal shipped to Philadelphia for delivery at Port Richmond Coal Piers.</p>
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Filed June 17, 1914.—Withdrawn June 3, 1915.

The petitioner complained that the proposed increased rate on bituminous coal from various points in Pennsylvania to Philadelphia for harbor delivery, effective June 20, 1914, was discriminatory and unjust.

Under date of June 22, 1914, the respondent, in its answer, advised that the tariff complained of had been withdrawn by permission of this Commission, thus continuing in effect the former rates, pending the decision of the Interstate Commerce Commission upon a complaint filed with reference to the interstate transportation of bituminous coal.

Under date of May 29, 1915, counsel for the complainant advised the Commission that in view of the cancellation of the proposed rates permission was requested to withdraw the complaint of his client. This request was accordingly granted.

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### COMPLAINT DOCKET NO. 228.

<p>SUN COMPANY vs. PENNSYLVANIA RAILROAD COMPANY; NEW YORK CENTRAL &amp; HUDSON RIVER RAILROAD COMPANY; BALTI- MORE &amp; OHIO RAILROAD COMPANY; WESTERN MARYLAND RAILWAY COMPANY.</p>	}	<p>Unjust advance in rates on coal destined within the Capes.</p>
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Filed June 1, 1914.—Withdrawn June 3, 1915.

The complainant alleged that on account of the increased rate on coal for shipment within the Capes it became impossible for it to receive coal shipped in this manner; that at the old rates it saved but little over the cost of receiving the coal in the regular way, but that it was a convenience, and that it felt justified in spending several thousand dollars for sufficient machinery to handle the coal by barge.

The Western Maryland Railroad Company, in its answer, advised that it published no through rates on coal from points on its line to Marcus Hook, and asked therefore to be eliminated from the proceeding.



The New York Central and Hudson River Railroad Company, answering the complaint, advised that the tariff complained of advancing the rates on coal to points within the Delaware Capes had been withdrawn by permission of the Commission and the rates named therein to become effective June 20 duly cancelled, thus continuing in effect the rates named in the tariff heretofore published.

The Pennsylvania Railroad Company generally denied the averments of the complaint and asked that if reasonable ground existed for investigation a time for hearing be fixed.

The Baltimore and Ohio Railroad Company denied the unreasonableness of the rates in question or that they were contrary to law, and asked that the complaint be dismissed.

Under date of June 2, 1915, the complainant requested permission to withdraw its complaint, which request was granted.

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### COMPLAINT DOCKET NO. 233.

THE EDDYSTONE MANUFACTURING  
COMPANY

vs.

THE NEW YORK CENTRAL & HUDSON  
RIVER RAILROAD COMPANY; THE  
PHILADELPHIA & READING RAIL-  
WAY COMPANY.

} Increase in rates on coal consigned  
to Philadelphia for harbor de-  
livery.

Filed June 16, 1914.—Withdrawn June 4, 1915.

Under date of June 15, 1914, complaint was made against the proposed increase of the rate on bituminous coal from various points in Pennsylvania destined to points within the capes, alleging the same to be discriminatory.

Copies of the complaint were forwarded to the respondents, but under date of June 19, 1914, the respondents asked the permission of the Commission to cancel the said tariff, pending the determination of a similar complaint before the Interstate Commerce Commission upon interstate traffic, which request was granted. The Interstate Commerce Commission having passed upon the question and ordered the cancellation of the rates effective June 20, 1914, and the restoration of the former rates, complainant requested permission to withdraw its complaint before this Commission, which permission was granted.

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### COMPLAINT DOCKET NO. 286.

E. D. DINDINGER

vs.

BALTIMORE & OHIO RAILROAD COM-  
PANY.

} Discontinuance of agency station at  
Chewton, Lawrence County.

Filed October 2, 1914.—Withdrawn June 8, 1915.

The complainant, a merchant of Chewton, Lawrence County, complained of the discontinuance of the station of the respondent at that place, alleging great inconvenience to the shippers and receivers of freight by such discontinuance.

The respondent, in its answer, denied that the station in question had been discontinued, but that since the 22nd of August, 1914, it had been operated as a non-agency station, pursuant to the practice and customs of railroads in that regard. The respondent averred that Chewton is located directly across the Beaver River from Wampum, where there are thirteen west-bound and fifteen east-bound trains daily operated by the Pittsburgh and Lake Erie Railroad, two branches of the Pennsylvania Railroad, and the Pittsburgh, Butler, Harmony and New Castle Street Railway, the last named being about two miles from Chewton, all of which are within easy reach of Chewton. Denial was made that freight destined to Chewton was not properly cared for at the station. It further averred that the amount of traffic originating at Chewton is insufficient to yield in adequate return on the amount invested and that to require the respondent to restore the agency station at Chewton would result in requiring the respondent to conduct its business at a loss.

A hearing was held in Harrisburg, December 1, 1914, at which both parties to the complaint were represented and testimony presented.

At the hearing it was agreed between the parties that a conference should be held at Chewton in an effort to adjust the differences between them. However, no adjustment was reached and a request was made for a further hearing. A date for a second hearing was appointed, but postponed on account of a death in the family of counsel for the petitioner. Subsequently, under date of June 11, 1915, he filed with the Commission a stipulation setting forth that as many of the objections complained of had been overcome, the complainant was satisfied to discontinue the proceeding. The case was accordingly marked closed.

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### COMPLAINT DOCKET NO. 314.

JOHN B. KLINE, ET AL.	} Lack of passenger train service.
vs.	
PENNSYLVANIA RAILROAD COMPANY.	

Filed November 25, 1914.—Withdrawn June 10, 1915.

The petitioners, claiming to represent some two hundred miners residing in the village of Marsteller, Cambria County, represented that the said village has a population of about one thousand, and that the respondent's railroad is the only one entering the town or in the vicinity; that said respondent has neglected or refused to give the citizens of said village passenger train service although it has been requested to do so many times, and that as the result of the failure of the respondent to give the citizens of the aforesaid village the passenger train service they aver they are entitled to, the inhabitants of such village are greatly inconvenienced.

Subsequently counsel for the complainant requested that the matter be held in abeyance pending a conference between the parties.

Under date of June 9, 1915, counsel for the complainant asked leave to withdraw the complaint, which request was granted.

## COMPLAINT DOCKET NO. 161.

WILLIAM P. BRENZ vs. PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY.	}	Alleged excessive rates on stone and claim for reparation due to lack of notice as to increase in rates.
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Filed March 3, 1914.—Dismissed June 15, 1915.

Complaint was originally made against the Pennsylvania Railroad Company (Complaint Docket No. 1), which was dismissed because the shipments in question moved over the line of the respondent above named.

In a new complaint filed claim was made for reparation for alleged unreasonable charges made by the carrier upon shipments between June 1st and August 5th, 1913, and this complaint was dismissed by the Commission for the reason that the subject matter was not within the jurisdiction of the Commission.

Subsequently a complaint was filed against the existing rate of the carrier, which complaint was set down for hearing and is still pending.

## COMPLAINT DOCKET NO. 1.

WILLIAM P. BRENZ vs. PENNSYLVANIA RAILROAD COMPANY.	}	Rate on building stone, Foxcroft to Philadelphia.
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Filed July 31, 1913.—Dismissed June 15, 1915.

Complaint was made against the increased rate on building stone from quarries at Foxcroft to Philadelphia. Upon investigation it was found that the complaint should have been against the Philadelphia, Baltimore & Washington Railroad Company, upon whose road the shipments moved, and the Commission directed that the complaint be dismissed.

## COMPLAINT DOCKET NO. 315.

COMBINED COMMITTEE OF THE UNITED BUSINESS MEN'S ASSOCIATION OF PHILADELPHIA, ET AL. vs. PENNSYLVANIA RAILROAD COMPANY, ET AL.	}	In re proposed increase in passenger fares effective December 15, 1914.
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Filed November 30, 1914.—Dismissed June 16, 1915.

Complaints were made to the Commission against certain tariffs of passenger fares filed and posted by the Pennsylvania Railroad Company, the Philadelphia, Baltimore & Washington Railroad Company, the Philadelphia & Reading Railway Company and the Baltimore & Ohio Railroad Company, alleging that the rates set forth in said tariffs were unreasonable and discriminatory. Upon these complaints

the Public Service Commission held hearings at which the railroad companies introduced testimony tending to show that the revenues derived from passenger traffic were not adequate, and that, while the expenses incident to said traffic had largely increased, the return to the carriers had not been correspondingly increased. The testimony also tended to show that owing to largely increased expenses, the net revenues of the carriers had not materially increased within the last few years, and that an increase in passenger revenue was justified by the circumstances of the case.

The testimony produced on the part of the complainants was confined to that of one witness who expressed the opinion that the proposed increases would retard the development of the suburbs of the City of Philadelphia. In addition to this testimony, the complainants relied upon the cross-examination of the carriers' witnesses and the argument of counsel.

The Commission directed the carriers to put into effect tariffs which would provide for the issuing of certain classes of tickets, that the carriers had proposed to suspend, at rates not exceeding the maxima set out in the order of the Commission.

After the original determination of the Commission in this matter petitions were filed praying for re-hearings and modifications of the order above mentioned, and on these petitions arguments were presented to the Commission by representatives of the above petitioners and the carriers. The Commission declined to re-open the case for the purpose of taking further testimony and refused to modify the order it had issued, except that it ordered the carriers to make certain changes in classes of tickets provided for in the previous order leaving the rates of said tickets as originally decided upon.

After the last mentioned action by the Commission, petitions for a further hearing were filed by certain of the parties complainant and the Commission refused to grant the application for the reason that the power of the Commission had been exhausted under the pleadings as they appear on the record.

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### COMPLAINT DOCKET NO. 301.

HARRISON S. MORRIS	}	Alleged excessive and unreasonable rates of fares charged.
vs.		
PHILADELPHIA AND READING RAILWAY COMPANY.		

Filed November 24, 1914.—Dismissed June 16, 1915.

The complainant alleged that the proposed increased rates in commutation fares and the withdrawal of certain forms of transportation between Philadelphia and Oak Lane and Logan was unfair, unjust and discriminatory.

The respondent made general denial that the proposed rates were discriminatory, unfair, unjust or unlawful, and a hearing was appointed to be held in Philadelphia.

This case was heard in connection with the complaint of the Combined Committee of the Business Men's Association of Philadelphia vs. the Pennsylvania Railroad Company, et al., Complaint Docket No. 315, to the decision in which case reference is invited.



## COMPLAINT DOCKET NO. 189.

J. E. CALLAHAN, ET AL.  
vs.  
ERIE RAILROAD COMPANY.

} Discontinuance of trains between  
Greenville and Meadville.

Filed April 17, 1914.—Closed June 16, 1915.

The complainants alleged that the Erie Railroad Company, by discontinuing the operation of two passenger trains between Greenville and Meadville, had left the people of Kennard Station without passenger service and without means of forwarding fragile parcel post matter, and prayed the Commission to direct the Company to re-establish said trains and maintain a station building and agent at Kennard to accommodate and care for the traffic.

In its report the Commission held that the service of the railroad company at Kennard Station was in some respects unsatisfactory, and that the railroad company should re-arrange its schedules in accordance with the directions contained therein, so that the passenger traffic at this station could be accommodated on regularly scheduled freight trains, and that the other traffic be cared for in the manner set out in said report.

## COMPLAINT DOCKET NO. 393.

S. K. RANK  
vs.  
NEW YORK CENTRAL RAILROAD COM-  
PANY.

} Insufficient light on train operated  
between Clearfield and Cherry  
Tree and Dixonville.

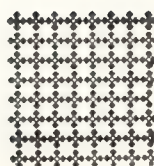
Filed May 10, 1915.—Closed June 28, 1915.

The complainant alleges that respondent's train No. 9, running between Clearfield and Cherry Tree and Dixonville, was not properly equipped with light, making it impossible to read while riding thereon.

The respondent, in its answer, admitted that the train in question was lighted with oil lamps, which were kept in good condition, but that it was arranging to shortly replace these cars with cars lighted by gas.

This information was communicated to the complainant and in response he advised the Commission that the answer of the respondent was entirely satisfactory.

Later the respondent advised that cars lighted with gas had replaced those formerly in use upon the train in question, and as this removed the cause of complaint, the case was marked closed.



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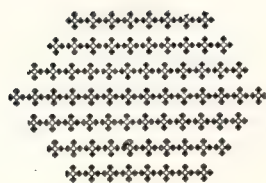
**E**

**TABLE OF APPLICATIONS**  
**FOR THE APPROVAL OF**  
**MUNICIPAL CONTRACTS**

**PENDING AND UNDETERMINED**

July 1, 1914.

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**APPLICATIONS FOR CERTIFICATES OF PUBLIC CONVENIENCE EVIDENCING THE APPROVAL OF CONTRACTS BETWEEN MUNICIPAL CORPORATIONS AND PUBLIC SERVICE COMPANIES, PENDING AND UNDETERMINED JULY 1, 1914. (See Appendix G for certificate or other disposition.)**

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- No. 12. Pennsylvania Railroad Company—  
Borough of North Braddock.  
Location by the borough of 30 inch terra cotta sewer pipe across the tracks and right-of-way of the company.  
(Withdrawn)
- No. 21-a Hanover Light, Heat and Power Company—  
Borough of New Oxford.  
Granting company right to enter upon streets of borough for the purpose of erecting poles, wires, etc., for supply and distribution of light, heat and power.
- No. 21-b Hanover Light, Heat and Power Company—  
Borough of New Oxford.  
Lighting streets of the borough for a period of five years.
- No. 34. Consumers Electric Company—  
Borough of Exeter.  
Granting company right and privilege to erect and maintain poles, wires, etc., on the streets of the borough.  
(Dismissed)
- No. 35. Consumers Electric Company—  
Borough of Exeter  
Lighting streets of the borough for a period of ten years.
- No. 74. Consumers Electric Company of Hughestown.  
Borough of Hughestown.  
Granting company right to erect and maintain poles, wires, etc., upon and along streets and alleys of the borough.  
(Dismissed)
- No. 82. Fleetwood and Kutztown Electric Light, Heat and Power Company—  
Borough of Fleetwood.  
Lighting streets of the borough for a period of three years.  
(Pending)
- No. 83. Raystown Water Power Company—  
Borough of Mount Union.  
Granting permission to company to enter into competition for sale of light within the borough.
- No. 104. Eastern Pennsylvania Light, Heat and Power Company—  
Borough of Centralia.  
Lighting the streets of the borough for a period of ten years.  
(Pending)



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**F**

**TABLE OF APPLICATIONS**

**FOR APPROVAL OF**

**MUNICIPAL CONTRACTS**

**FILED WITH**

**THE PUBLIC SERVICE COMMISSION OF THE  
COMMONWEALTH OF PENNSYLVANIA**

**During the Year Ending June 30, 1915.**

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APPLICATIONS FOR CERTIFICATES OF PUBLIC CON-  
VENIENCE APPROVING CONTRACTS BETWEEN MUNICI-  
PAL CORPORATIONS AND PUBLIC SERVICE COMPANIES  
FILED BETWEEN JULY 1, 1914, AND JUNE 30, 1915.

The following applications for Certificates of Public Convenience evidencing the approval of contracts between municipal corporations and public service companies, under Section 11, of Article III, of The Public Service Company Law, were filed with The Public Service Commission between July 1, 1914, and June 30, 1915, inclusive, and, except where otherwise noted, Certificates of Public Convenience were issued without a special report and order of the Commission: (See Appendix G for Certificate or other disposition.)

1914

- No. 154.—Windfall Gas Company—  
Borough of Eldred.  
Right to begin the supply of natural gas in said borough.
- No. 155.—Butler County Light Company—  
Borough of Valencia.  
Right to construct facilities on streets of borough for the supply of light, heat and power by electricity.
- No. 156.—Counties Gas & Electric Company—  
Borough of Schwenksville.  
Lighting streets of borough for a period five years.
- No. 157.—United Electric Company—  
Township of East Pennsboro, Cumberland County.  
Lighting the highways of the village of Washington Heights, in said township, for a period of five years.
- No. 158.—Beaver County Telephone Company—  
Borough of Midland.  
Right to construct aerial or underground telephone system in said borough.
- No. 159.—Citizens Light, Heat & Power Company—  
Township of Stony Creek, Cambria County.  
Lighting the highways of the township for a period of five years.
- No. 160.—Daisytown Electric Company—  
Borough of Daisytown.  
Lighting streets of borough for a period of five years.
- No. 161.—Penn Electric Service Company—  
Borough of Somerset.  
Lighting streets of borough for a period of five years.
- No. 162.—Monongahela, Ellsworth & Washington Street Railway Company—  
City of Monongahela.  
Granting the company an extension of time for placing the railway in regular operation.
- No. 163.—Duquesne Light Company—  
Borough of Bellevue.  
Lighting streets of borough for a period of five years.
- No. 164.—Equitable Gas Company—  
City of Pittsburgh.  
Furnishing natural gas to the city for use at Shelter House, Olympia Park.
- No. 165.—Equitable Gas Company—  
City of Pittsburgh.  
Furnishing natural gas to the city for use at Aspinwall Pumping Station.

- No. 166.—Equitable Gas Company—  
City of Pittsburgh.  
Laying of service line to Shelter House, Olympia Park, for furnishing natural gas thereat.
- No. 167.—The West Penn Electric Company—  
Borough of Youngstown.  
Lighting streets of borough for a period of five years.
- No. 168.—Chester Valley Electric Company—  
Borough of Parkesburg.  
Lighting the streets of the borough for a period of three years.
- No. 169.—The Pennsylvania Railroad Company—  
Borough of Homer City.  
Construction of sewer pipe across the right of way and tracks of railroad company.
- No. 170.—Southern Heat, Light & Power Company—  
Borough of Rosslyn Farms.  
Construction of facilities for furnishing light, heat and power by electricity.
- No. 170.—A.—The Bell Telephone Company of Pennsylvania—  
County of Delaware.  
Granting said company the right to attach eye-bolts to the abutments of bridge spanning Darby Creek, in Delaware County.
- No. 170.—B.—The Bell Telephone Company of Pennsylvania—  
County of Delaware.  
Granting said company the right to carry its facilities across a bridge spanning Ridley Creek, in Delaware County.
- No. 170.—C.—The Central District Telephone Company—  
Counties of Armstrong and Clarion.  
Construction of facilities on bridge across the Allegheny River between the Borough of East Brady and the Village of Dewey.
- No. 170.—D.—The Central District Telephone Company—  
County of Allegheny.  
Extension of conduits, etc., along Washington Road in said county.
- No. 171.—The West Penn Electric Company—  
Borough of Suterville.  
Lighting the streets of the borough for a period of five years.
- No. 172.—West Penn Lighting Company—  
Borough of Canonsburg.  
Lighting the streets of the borough for a period of one year and four months.
- No. 173.—Pittston & Avoca Street Railway Company—  
Borough of Avoca.  
Construction of railway upon McAlpin street, in said borough.
- No. 174.—Reading Transit & Light Company—  
Borough of Myerstown.  
Lighting the streets of the borough for a period of five years.  
(Pending).
- No. 175.—The Bell Telephone Company of Pennsylvania—  
Borough of Ringtown.  
Construction of aerial or underground telephone system within the limits of the borough.
- No. 176.—The Bell Telephone Company of Pennsylvania—  
Borough of Mechanicsville.  
Construction of aerial and underground telephone system within the limits of the borough and providing for certain free service.
- No. 177.—The Central District Telephone Company—  
Borough of Oakhurst.  
Construction of aerial telephone system within the limits of the borough and providing for certain free service.
- No. 178.—The Central District Telephone Company—  
Borough of Crafton.  
Construction of underground telephone system within the limits of the borough.

- No. 179.—Patterson Water Company—  
Borough of Mifflin.  
Supplying water to said borough for fire protection and fixing rates for domestic purposes.
- No. 180.—Phoenixville, Valley Forge & Strafford Electric Railway Company—  
Borough of Phoenixville.  
Construction of line of railway on certain streets of the borough.
- No. 181.—Beacon Light Company—  
City of Chester.  
Lighting of city hall of said city for a period of nine months.
- No. 182.—Delaware County Electric Company—  
Township of Tinicum, Delaware County.  
Construction of facilities of company on the highways of the township for the purpose of furnishing light, heat and power by electricity.
- No. 183.—Delaware County Electric Company—  
Township of Upper Darby, Delaware County.  
Lighting the highways of the township for a period of five years.
- No. 184.—The Philadelphia Electric Company—  
Borough of Rockledge.  
Lighting the streets of the borough for a period of five years.
- No. 185.—Delaware County Electric Company—  
Borough of East Lansdowne.  
Lighting the streets of the borough for a period of five years.
- No. 186.—Delaware County Electric Company—  
Township of Middletown, Delaware County.  
Construction of facilities on the highways of the township for the purpose of furnishing light, heat and power by electricity.
- No. 187.—Delaware County Electric Company—  
Township of Aston, Delaware County.  
Construction of facilities on the highways of the township for the purpose of furnishing light, heat and power by electricity.
- No. 188.—Delaware County Electric Company—  
Township of Springfield, Delaware County.  
Construction of facilities on the highways of the township for the purpose of furnishing light, heat and power by electricity.
- No. 189.—The Bala & Merion Electric Company—  
Township of Lower Merion, Montgomery County.  
Lighting the highways of the township for a period of five years.
- No. 190.—The Bala & Merion Electric Company—  
Township of Lower Merion, Montgomery County.  
Lighting the highways of the township for a period of five years.
- No. 191.—The Bala & Merion Electric Company—  
Borough of Narberth.  
Lighting the streets of the borough for a period of five years.
- No. 192.—Philadelphia & Baltimore Central Railroad Company, et al.  
Township of Upper Darby, Delaware County.  
Construction of cast iron sewer pipe by the township under tracks and right of way of the railroad companies.
- No. 193.—Philadelphia & Baltimore Central Railroad Company, et al.  
Township of Upper Darby, Delaware County.  
Construction of cast iron sewer pipe by the township under tracks and right of way of the railroad companies.
- No. 194.—Philadelphia & Baltimore Central Railroad Company, et al.  
Township of Upper Darby, Delaware County.  
Construction of cast iron sewer pipe by the township under tracks and right of way of the railroad companies.
- No. 195.—Philadelphia & Baltimore Central Railroad Company, et al.  
Township of Upper Darby, Delaware County.  
Construction of cast iron sewer pipe by the township under tracks and right of way of the railroad companies.
- No. 196.—The Central District Telephone Company—  
Borough of Glenfield.  
Construction of underground telephone system within the limits of the borough.



- No. 197.—Wernersville Electric Light, Heat & Power Company—  
Borough of Wernersville.  
Lighting the streets of the borough for a period of three years.
- No. 198.—Lancaster Gas Light & Fuel Company—  
City of Lancaster.  
Lighting the streets of the city for a period of one year.
- No. 199.—Hanover & McSherrystown Street Railway Company—  
Borough of New Oxford.  
Construction of line of street railway upon certain streets in the borough.
- No. 200.—Equitable Gas Company—  
City of Pittsburgh.  
Furnishing natural gas to the city for use at Tuberculosis Hospital of the city.
- No. 201.—Eastern Pennsylvania Light, Heat & Power Company—  
Borough of Mechanicsville.  
Construction of facilities on streets of borough for the purpose of supplying light, heat and power by electricity.
- No. 202.—Duquesne Light Company—  
Borough of Carrick.  
Lighting the streets of the borough for a period of five years.  
(Refused).
- No. 203.—Michael M. Nolt—  
Borough of New Holland.  
Construction of facilities on streets of borough for the furnishing of light and power by electricity, and the beginning of the right to exercise franchises.
- No. 204.—The Pennsylvania Railroad Company—  
City of Pittsburgh.  
Construction by the city of electric wires along right of way of company.
- No. 205.—Trotter Water Company—  
Borough of Fairchance.  
Furnishing water to the borough at specified rates for a period of one year.
- No. 206.—Phoenix Water Power Company—  
Borough of Collegeville.  
Construction of pole line on certain streets of the borough for the purpose of supplying electrical power to the Reading Transit & Light Company.
- No. 207.—Duquesne Light Company—  
City of McKeesport.  
Right to erect a steel tower on Monongahela Wharf, in said city, and to construct and maintain transmission lines on said tower.
- No. 208.—The Pennsylvania Railroad Company—  
City of Pittsburgh.  
Construction by the city of an overhead bridge across the right of way and property of the company in the Fifth and Eighth Wards of said city.
- No. 209.—Pittsburgh & Charleroi Street Railway Company—  
Borough of Charleroi.  
Right to use and occupy certain streets of the borough for the purposes of a siding for a freight or passenger station.
- No. 210.—The West Penn Electric Company—  
Borough of Stockdale.  
Lighting the streets of the borough for a period of five years.
- No. 211.—West Penn Lighting Company—  
Borough of Claysville.  
Construction of facilities on the streets of the borough for the purpose of supplying light, heat and power by electricity.
- No. 212.—The West Penn Electric Company—  
Borough of Derry.  
Lighting the streets of the borough for a period of five years.
- No. 213.—Columbia & Montour Electric Company—  
Borough of West Berwick.  
Lighting the streets of the borough for a period of ten years.



- No. 214.—Buffalo, Rochester & Pittsburgh Railway Company—  
Borough of Indiana.  
Construction of a side track at grade in said borough.
- No. 215.—United Electric Company—  
Township of East Pennsboro, Cumberland County.  
Lighting the streets of the Village of Enola for a period of five years.
- No. 216.—The Pennsylvania Railroad Company—  
Borough of Wilmerding.  
Construction of a cast iron drain pipe under the tracks and right of way of the railroad company.
- No. 217.—The Central District Telephone Company—  
Borough of Dunlevy.  
Construction of overhead and underground telephone system within the limits of the borough and providing for certain free telephone service.
- No. 218.—The Central District Telephone Company—  
Borough of Rosslyn Farms.  
Construction of overhead and underground telephone system within the limits of the borough and providing certain free telephone service.
- No. 219.—The Central District Telephone Company—  
Borough of Homewood.  
Construction of overhead and underground telephone system within the limits of the borough.
- No. 220.—The Bell Telephone Company of Pennsylvania—  
Borough of Bear Lake.  
Construction of overhead and underground telephone system within the limits of the borough.
- No. 221.—Williamstown Gas Company—  
Borough of Williamstown.  
Right to enter upon and occupy the streets of the borough for the purpose of laying mains, pipes, etc.
- No. 222.—A.—Pennsylvania Water Company—  
Borough of Wilkinsburg.  
Furnishing water to the borough for street sprinkling, etc., for a period of ten years.
- No. 222.—B.—Pennsylvania Water Company—  
Borough of Wilkinsburg.  
Furnishing water to the borough for fire protection for a period of ten years.
- No. 223.—The Central District Telephone Company—  
Borough of Aspinwall.  
Construction of an underground telephone system within the limits of the borough.
- No. 224.—Pennsylvania Water Company—  
Borough of East Pittsburgh.  
Furnishing water for fire protection for a period of ten years.
- No. 225.—Pennsylvania Water Company—  
Borough of East Pittsburgh.  
Furnishing water for street sprinkling, etc., for a period of ten years.
- No. 226.—Equitable Gas Company—  
Borough of Bridgeville.  
Furnishing gas for use in the borough building.
- No. 227.—Harrisburg Light & Power Company—  
Borough of Penbrook.  
Lighting streets and highways of the borough for a period of five years.
- No. 228.—The Bell Telephone Company of Pennsylvania—  
Borough of Port Carbon.  
Granting to the borough certain free telephone service.
- No. 229.—The Bell Telephone Company of Pennsylvania—  
Borough of Palo Alto.  
Granting to the borough certain free telephone service.
- No. 230.—Beacon Light Company—  
Township of Lower Chichester, Delaware County.  
Construction of facilities along highways of said township for the purpose of supplying light, heat and power by electricity.

- No. 231.—Beacon Light Company—  
Township of Lower Chichester, Delaware County.  
Lighting the streets and highways of the township for a period of five years.
- No. 232.—The Central District Telephone Company—  
Borough of Latrobe.  
Granting to the borough certain free telephone service.
- No. 233.—Shamokin & Mount Carmel Transit Company—  
Borough of Ashland.  
Construction of line of railway on certain streets of the borough and prescribing rates of fare.  
(Refused).
- No. 234.—Monongahela Southern Traction Company—  
Borough of Centerville.  
Construction of line of railway upon certain streets of the borough.
- No. 235.—Monongahela Southern Traction Company—  
Township of East Pike Run, Washington County.  
Construction of line of street railway on certain highways of township.
- No. 236.—Monongahela Southern Traction Company—  
Borough of California.  
Construction of electric railway on streets of borough.
- No. 237.—Monongahela Southern Traction Company—  
Township of East Bethlehem, Washington County.  
Construction of line of railway on the highways of the township.
- No. 238.—Monongahela Southern Traction Company—  
Township of West Pike Run, Washington County.  
Construction of line of railway upon certain roads of the township.
- No. 239.—Monongahela Southern Traction Company—  
Borough of West Brownsville.  
Construction of line of electric railway upon certain streets of the borough.
- No. 240.—West Penn Light & Power Company—  
Borough of New Salem.  
Construction of electric lighting system in said borough and providing for certain free service.
- No. 241.—The West Penn Electric Company—  
City of Monongahela.  
Limiting the streets upon which said company may maintain and operate its line of high tension wires.
- No. 242.—Manufacturers Light & Heat Company—  
Borough of Wampum.  
Construction of lighting system in said borough by means of gas.
- No. 243.—Manufacturers Light & Heat Company—  
Borough of Homewood.  
Construction of lighting system in said borough by means of gas.
- No. 244.—Pittsburgh & Charleroi Street Railway Company—  
Borough of Speers.  
Granting said company certain rights in said borough for the operation of its line of railway.
- No. 245.—South Heights Light Company—  
Borough of South Heights.  
Constructing of facilities in said borough for the purpose of furnishing light, etc.
- No. 246.—Duquesne Light Company—  
Borough of Clairton.  
Lighting the streets of the borough for a period of five years.
- No. 247.—Homer City Electric Company—  
Borough of Homer City.  
Approval of the beginning of the exercise of corporate rights under an ordinance of the borough.
- No. 248.—Columbia & Montour Electric Company—  
Borough of Nescopeck.  
Lighting the streets of the borough for a period of ten years.

- No. 249.—Duquesne Light Company—  
Borough of Saint Clair.  
Lighting the streets of the borough for a period of five years.
- No. 250.—Eastern Pennsylvania Light, Heat & Power Company—  
Borough of Mechanicsville.  
Lighting the streets of the borough for a period of ten years.
- No. 251.—Penn Public Service Company—  
Borough of South Philipsburg.  
Lighting the streets of the borough for a period of ten years.
- No. 252.—Penn Public Service Company—  
Borough of Chester Hill.  
Lighting the streets of the borough for a period of ten years.
- No. 253.—Penn Public Service Company—  
Borough of Indiana.  
Lighting the streets of the borough for a period of four years.
- No. 254.—Edison Electric Company—  
City of Lancaster.  
Construction of an underground conduit system in said city.
- No. 255.—The Bell Telephone Company of Pennsylvania—  
Borough of Highspire.  
Construction of an overhead and underground telephone system in said borough.
- No. 256.—The Central District Telephone Company—  
Borough of Turtle Creek.  
Construction of an overhead and underground telephone system in said borough.
- No. 257.—The Avoca Borough Electric Light Company—  
Borough of Avoca.  
Construction of facilities on the streets of said borough for the purpose of supplying light, heat and power by electricity.  
(Refused).
- No. 258.—The Avoca Borough Electric Light Company—  
Borough of Avoca.  
Lighting the streets of the borough for a period of five years.  
(Refused).
- No. 259.—Butler & Grove City Railway Company—  
Borough of Grove City.  
Granting to T. H. Greer the right to build, maintain and operate a street railway on certain streets of said borough.
- No. 260.—The Pennsylvania Railroad Company—  
Borough of Edgewood.  
Construction of a cast iron sewer pipe under the right of way of said company.
- No. 261.—The Pennsylvania Railroad Company—  
Borough of Ridgway.  
Construction of a sewer pipe under the right of way of said company.
- No. 262.—Prospect Rock Light, Heat & Power Company—  
Borough of Laurel Run.  
Lighting the streets of the borough for a period of five years.
- No. 263.—Westmoreland Water Company—  
Borough of South Greensburg.  
Furnishing water to the borough for fire protection for a period of ten years.
- No. 264.—Wyoming Valley Water Supply Company—  
City of Hazleton.  
Furnishing water to the city at specified rates.
- No. 265.—Palmerton Lighting Company—  
Borough of Palmerton.  
Lighting the streets of the borough for a period of five years.
- No. 266.—Duquesne Light Company—  
Borough of Dormont.  
Lighting the streets of the borough for a period of three years.
- No. 267.—The Central District Telephone Company—  
Borough of Worthington.  
Construction of an overhead and underground telephone system within the limits of the borough.



- No. 268.—Gas Compar of Millersburg, Pennsylvania—  
Borough of Millersburg.  
Construction of system for supplying gas for light, heat and fuel.
- No. 269.—Cumberland Valley Telephone Company—  
Borough of Highspire.  
Construction of an overhead or underground telephone system in said borough.
- No. 270.—Pennsylvania Water Company—  
Borough of Swissvale.  
Furnishing water to the borough for fire protection for a period of ten years.
- No. 271.—Pennsylvania Water Company—  
Borough of Swissvale.  
Furnishing water to the borough for street sprinkling and sewer flushing for a period of ten years.
- No. 272.—Pennsylvania Water Company—  
Borough of Pitcairn.  
Furnishing water to the borough for street sprinkling for a period of ten years.
- No. 273.—Allegheny Heating Company—  
City of Pittsburgh.  
Furnishing gas for use at the asphalt plant of said city.
- No. 274.—Federal Street & Pleasant Valley Passenger Railway Company, United Traction Company and Pittsburgh Railways Company—  
City of Pittsburgh.  
Removal of spur on Smithfield Street between Fifth Avenue and Oliver Avenue in said city.
- No. 275.—Bucks County Interurban Railway Company—  
Borough of Morrisville.  
Right to lay tracks, etc., on Trenton Avenue in said borough.
- No. 276.—Lebanon Gas & Fuel Company—  
City of Lebanon.  
Lighting the streets of the city for a period of three years.
- No. 277.—Northumberland County Gas & Electric Company—  
Borough of Milton.  
Lighting the streets of the borough for a period of five years.
- No. 278.—Northumberland County Gas & Electric Company—  
Borough of Turbotville.  
Construction of facilities in said borough.
- No. 279.—Northumberland County Gas & Electric Company—  
Borough of Turbotville.  
Lighting the streets of the borough for a period of ten years.
- No. 280.—The Pennsylvania Railroad Company—  
City of Hazleton.  
Laying of two additional sidings in said city.
- No. 281.—Western New York & Pennsylvania Railway Company, et al—  
City of New Castle.  
Relocation of grade crossing on Produce Street in the City of New Castle.  
(Pending).
- No. 282.—Summit Water Supply Company—  
Borough of Gallitzin.  
Furnishing of water to said borough for a period of one year.
- No. 283.—The Bell Telephone Company of Pennsylvania—  
City of Reading.  
Changes and alterations in the service furnished by said company to the city, regulating the amount of free service.  
(Withdrawn).
- No. 284.—Philadelphia & Baltimore Central Railroad Company, et al—  
Borough of Millbourne.  
Construction of cast iron sewer under tracks of railroad companies.
- No. 285.—The Canton Illuminating Company—  
Borough of Canton.  
Lighting the streets of the borough for a period of ten years.



- No. 286.—Glenwood & Dravosburg Electric Street Railway Company—  
Borough of West Homestead.  
Removal of tracks, etc., from a portion of Eighth Avenue, in said borough.
- No. 287.—The Ohio Connecting Railway Company—  
City of Pittsburgh.  
Construction of crossing under grade of Corliss Street in said city.
- No. 288.—Northern Central Railway Company—  
Borough of New Freedom.  
Construction of electric wires across the tracks and right of way of the railroad company in said borough.
- No. 289.—Pittsburgh, McKeesport & Youghiogheny Railroad Company  
Borough of Homestead.  
Paving of Elder Alley in said borough.
- No. 290.—The Central District Telephone Company—  
City of New Castle.  
Granting to the company the right to use certain duct space in the conduit system of the city for a period of twenty-five years.
- No. 291.—The Pennsylvania Railroad Company—  
Borough of New Kensington.  
Relative to width of driveway of the overhead highway bridge to be constructed across the tracks, etc., of the railroad company at Twelfth Street in said borough.
- No. 292.—The Central District Telephone Company—  
Borough of Aspinwall.  
Joint use of poles in said borough.
- No. 293.—Edison Electric Company—  
Borough of Columbia.  
Lighting the streets of the borough for a period of five years.
- No. 294.—The Pennsylvania Railroad Company—  
Borough of West Chester.  
Construction of cast iron sewer pipe under tracks and right of way of company in said borough.
- No. 295.—The Pennsylvania Railroad Company—  
Borough of West Chester.  
Construction of cast iron sewer pipe under tracks and right of way of company in said borough.
- No. 296.—The Pennsylvania Railroad Company—  
Borough of West Chester.  
Construction of cast iron sewer pipe under tracks and right of way of company in said borough.
- No. 297.—Schuylkill Electric Company—  
Township of Conyngham, Columbia County.  
Lighting certain highways of the township for a period of five years  
(Pending.)
- No. 298.—The Central District Telephone Company—  
Borough of Sharon.  
Installation and maintenance of gasoline storage tank in said borough.
- No. 299.—United Electric Light Company—  
Borough of Wilmerding.  
Lighting the streets of the borough for a period of five years.
- No. 300.—The Central District Telephone Company—  
Borough of Etna.  
Granting the company the use of ten poles owned by the borough.
- No. 301.—York Railways Company—  
Borough of Hanover.  
Removal of a portion of the tracks of said company on Abbottstown street and the paving of said street.
- No. 302.—Lancaster, Petersburg & Manheim Railway Company—  
Borough of Manheim.  
Construction of crossing at grade over the Reading & Columbia Railroad in said borough.  
(Pending.)
- No. 303.—Philadelphia & Reading Railway Company—  
City of Philadelphia.  
Changing of tracks of railway company and the opening of Tulip and Emerald Streets below the grade of said company's tracks.

- No. 304.—Pittsburgh & Charleroi Street Railway Company—  
Borough of New Eagle.  
Construction and operation of street railway system in said borough.
- No. 305.—Johnstown Traction Company—  
Borough of Oakhurst.  
Construction and operation of line of street railway on certain streets of said borough.
- No. 306.—Buffalo, Rochester & Pittsburgh Railway Company—  
Borough of DuBois.  
Construction of siding at grade across Williams Street in said borough.
- No. 307.—Duquesne Light Company—  
Borough of Edgewood.  
Lighting the streets of the borough for a period of five years.
- No. 308.—Nokomis Water Company—  
Borough of Factoryville.  
Furnishing water to the borough for fire protection for a period of ten years.
- No. 309.—Duquesne Light Company—  
Borough of Swissvale.  
Lighting the streets of the borough for a period of three years.
- No. 310.—Excelsior Electric Light, Power & Gas Company—  
Borough of Souderton.  
Furnishing electrical energy to the borough for a period of seven years.
- No. 311.—Excelsior Electric Light, Power & Gas Company—  
Borough of Sellersville  
Lighting the streets of the borough for a period of two years.
- No. 312.—East End Electric Light, Heat & Power Company—  
Borough of East Washington.  
Construction of facilities for furnishing light, heat and power by electricity in said borough.  
(Refused).
- No. 313.—Relief Electric Light, Heat & Power Company—  
Borough of Washington.  
Construction of facilities for furnishing light, heat and power by electricity in said borough.  
(Refused).
- No. 314.—Lehigh Navigation Electric Company—  
Borough of Wind Gap.  
Construction of high tension wires across Broadway Street in said borough; also the construction of high tension wires across the facilities of the Pennsylvania Utilities Company.
- No. 315.—Northumberland County Gas & Electric Company—  
Borough of Northumberland.  
Construction of transmission line on certain streets of said borough.
- No. 316.—Yough Hydro-Electric Company—  
Borough of Ohio Pyle.  
Lighting the streets of the borough for a period of ten years.
- No. 317.—The West Penn Light & Power Company—  
Borough of New Alexandria.  
Lighting the streets of the borough for a period of five years.
- No. 318.—Westmoreland Electric Company—  
Borough of South Greensburg.  
Lighting the streets of the borough for a period of ten years.
- No. 319.—United Electric Light Company—  
Borough of Wall.  
Lighting the streets of the borough for a period of five years.
- No. 320.—Allenport & Roscoe Electric Street Railway Company—  
Borough of Elco.  
Construction of line of street railway on certain streets of said borough.
- No. 321.—The Bell Telephone Company of Pennsylvania—  
Borough of Hulmeville.  
Joint use of poles between said company and other companies in said borough.
- No. 322.—Delaware, Lackawanna & Western Railroad Company—  
Borough of Old Forge.  
Providing for the vacation of Sibley Road and the construction of a new street in said borough.

- No. 323.—The Bell Telephone Company of Pennsylvania—  
Borough of Hatfield.  
To make attachments to certain poles along Broad Street in said borough.
- No. 324.—Blue Mountain Telephone & Telegraph Company—  
Borough of Wind Gap.  
Construction of facilities in said borough.
- No. 325.—Blue Mountain Telephone & Telegraph Company—  
Borough of Pen Argyl.  
Construction of facilities in said borough.
- No. 326.—Blue Mountain Telephone & Telegraph Company—  
Borough of East Bangor.  
Construction of facilities in said borough.
- No. 327.—Blue Mountain Telephone & Telegraph Company—  
Borough of Roseto.  
Construction of facilities in said borough.
- No. 328.—The Bell Telephone Company of Pennsylvania—  
Borough of Shickshinny.  
Construction of certain overhead apparatus and underground appliances in said borough.
- No. 329.—Pittsburgh & Butler Railway Company—  
Borough of Butler.  
Granting to said company the right to operate its cars over the viaduct and its approaches proposed to be erected by said borough.
- No. 330.—The Bell Telephone Company of Pennsylvania—  
Borough of Lansdowne.  
Paving of streets and highways of the borough when same are opened by the company.
- No. 331.—The Pennsylvania Railroad Company—  
Borough of Holidaysburg.  
Construction of terra cotta pipe through property of railroad company.
- No. 332.—The Central District Telephone Company—  
Borough of Tarentum.  
Replacement and joint use of poles in said borough.
- No. 333.—Union City Electric Light Company—  
Borough of Union City.  
Furnishing electric power to operate a motor for a period of five years.
- No. 334.—The New Castle Electric Company—  
Borough of South New Castle.  
Construction of facilities on streets of said borough.
- No. 335.—The New Castle Electric Company—  
Borough of South New Castle.  
Lighting the street of the borough for a period of ten years.
- No. 336.—Eastern Pennsylvania Light, Heat & Power Company—  
Township of Conyngham, Schuylkill County.  
Lighting the streets of said borough.  
(Pending).
- No. 337.—Chester County Light & Power Company—  
Borough of West Grove.  
Lighting the streets of the borough for a period of five years.
- No. 338.—Chester Valley Electric Company—  
Borough of Downingtown.  
Lighting the streets of the borough for a period of three years.
- No. 339.—Oakdale & McDonald Street Railway Company—  
Borough of McDonald.  
Construction of certain turn-outs on Lincoln Avenue in said borough.
- No. 340.—Peoples Water Company of Pittston.  
City of Pittston.  
Furnishing water to the city for fire protection for a period of five years.
- No. 341.—Pittsburgh & Shawmut Railroad Company—  
Borough of Brookville.  
Furnishing the company with water for a period of five years.



- No. 341.—York Railways Company—  
City of York.  
Removal by the company of its rails on Cottage Place in said city.
- No. 343.—The Pennsylvania Railroad Company—  
Township of Concord, Erie County.  
Vacation of certain public highways and the abolition, construction and protection of certain railroad crossings in said township.
- No. 344.—The West Penn Electric Company—  
Township of Jefferson, Allegheny County.  
Construction of facilities for furnishing light, heat and power by electricity.  
(Withdrawn).
- No. 345.—Equitable Gas Company—  
Borough of Wilmerding.  
Furnishing to the borough certain natural gas free of charge.
- No. 346.—The Pennsylvania Railroad Company—  
Borough of Sunbury.  
Placing of drain pipes under tracks of railroad company.
- No. 347.—Diamond Water Company—  
City of Hazleton.  
Furnishing water to the city for fire protection, drinking fountains, street sprinkling, etc.
- No. 348.—Luzerne County Gas & Electric Company—  
Township of Hanover, Luzerne County.  
Construction of facilities on the highways of said township for the purpose of furnishing light, heat and power by electricity.
- No. 349.—Luzerne County Gas & Electric Company—  
Township of Hanover, Luzerne County.  
Construction of facilities in the township for the purpose of supplying gas.
- No. 350.—Luzerne County Gas & Electric Company—  
Township of Hanover, Luzerne County.  
Lighting the streets of the township for a period of ten years.
- No. 351.—Freemansburg Electric Light & Power Company—  
Borough of Freemansburg.  
Construction of facilities for the purpose of furnishing light, heat and power by means of electricity.
- No. 352.—Freemansburg Electric Light & Power Company—  
Borough of Freemansburg.  
Lighting the streets of the borough for a period of five years.
- No. 353.—Chartiers Telephone Company—  
Borough of East Washington.  
Construction of telegraph and telephone system within the limits of said borough.
- No. 354.—The Central Railroad Company of New Jersey—  
Township of Plains, Luzerne County.  
Construction of cast iron sewer pipe under tracks and right of way of railroad company in said township.
- No. 355.—The Delaware & Hudson Company—  
Township of Plains, Luzerne County.  
Construction of sewer pipe under tracks of company.  
(Pending).
- No. 356.—The Pennsylvania Railroad Company—  
Borough of Barnesboro.  
Construction of cast iron water pipes under tracks and right of way of railroad company.
- No. 357.—Smithfield Water Company—  
Borough of Smithfield.  
Furnishing water to the borough for fire protection, street sprinkling and sewer flushing for a period of ten years.
- No. 358.—Counties Gas & Electric Company—  
Township of White Marsh.  
Lighting the streets of the township for a period of eight years.
- No. 359.—Counties Gas & Electric Company—  
Borough of West Conshohocken.  
Lighting the streets of the borough for a period of eight years.



- No. 360.—Ephrata & Lebanon Traction Company—  
Borough of Ephrata.  
Right to operate motor cars upon the tracks of the Ephrata & Lebanon Street Railway Company within said borough and to erect facilities necessary for such operation.
- No. 361.—Postal Telegraph-Cable Company—  
City of Pittsburgh.  
Construction of underground cables in certain streets in said city.
- No. 362.—Scranton Electric Company—  
City of Carbondale.  
Lighting the streets of the city for a period of five years.
- No. 363.—The Bell Telephone Company of Pennsylvania—  
County of Luzerne.  
Construction of facilities on Market Street Bridge between the City of Wilkes-Barre and the Borough of Dorranceton.
- No. 364.—Penn Public Service Company—  
Borough of Ramey.  
Lighting the streets of the borough for a period of ten years.
- No. 365.—Harmony Electric Company—  
Borough of Koppel.  
Construction of facilities for the purpose of furnishing light, heat and power by electricity.
- No. 366.—The Pittsburgh & Lake Erie Railroad Company—  
City of Beaver Falls.  
Construction by the city of a sanitary sewer across the property of the railroad company in said city.
- No. 367.—The Peoples Natural Gas Company—  
Borough of Juniata.  
Construction of facilities for supplying natural and manufactured gas for fuel and lighting purposes.
- No. 368.—The Central Railroad Company of New Jersey—  
Township of Wilkes-Barre, Luzerne County.  
Construction of sewer pipes across the tracks and right of way of the railroad company in said township.
- No. 369.—The Pennsylvania Railroad Company—  
Borough of Pottstown.  
Construction of two cast iron sewer pipes across tracks and right of way in said borough.
- No. 370.—Philadelphia & Reading Railway Company—  
Borough of Pottstown.  
Construction of cast iron sewer pipes across tracks and right of way in said borough.
- No. 371.—Northern Central Gas Company—  
City of Williamsport.  
Lighting the streets, parks and municipal buildings of the city for a period of ten years.
- No. 372.—Edison Light & Power Company—  
Borough of Dallastown.  
Lighting the streets of the borough for a period of five years.
- No. 373.—Susquehanna County Light & Power Company—  
Borough of Susquehanna Depot.  
Lighting the streets of the borough for a period of five years.
- No. 374.—The Bell Telephone Company of Pennsylvania—  
County of Luzerne.  
Construction of cables and appliances on bridge spanning the Susquehanna River between the City of Pittston and the Borough of West Pittston.
- No. 375.—New Holland Electric Company—  
Borough of New Holland.  
Lighting the streets of the borough for a period of ten years.
- No. 376.—Pennsylvania Railroad Company, et al—  
Borough of Speers.  
Abolition of grade crossing in said borough.

- No. 377.—Harrisburg, Portsmouth, Mount Joy & Lancaster Railroad Company—  
Borough of Middletown.  
Granting the borough the right to cross the tracks and facilities of the railroad company with electric light and fire alarm wires.
- No. 378.—Harrisburg, Portsmouth, Mount Joy & Lancaster Railroad Company—  
Borough of Middletown.  
Granting the borough the right to cross the tracks and facilities of the railroad company with electric light and fire alarm wires.
- No. 379.—Equitable Gas Company—  
Borough of Carnegie.  
Furnishing natural gas to said borough.
- No. 380.—Pennsylvania Lighting Company—  
Township of Coal, Northumberland County.  
Lighting streets of the township for a period of two years.
- No. 381.—Consolidated Telephone Company—  
City of Allentown.  
Construction of extension of present underground conduit system in said city.
- No. 382.—Edison Electric Illuminating Company—  
Township of Mount Carmel, Northumberland County.  
Lighting the streets of the township for a period of five years.
- No. 383.—Kittanning Electric Light Company—  
Borough of Ford City.  
Construction of facilities for supplying electricity in said borough.
- No. 384.—Susquehanna County Light & Power Company—  
Borough of Montrose.  
Lighting the streets of the borough for a period of five years.
- No. 385.—The Bell Telephone Company of Pennsylvania—  
Borough of Archbald.  
Construction of aerial and underground telephone system within the limits of the borough.
- No. 386.—The Bell Telephone Company of Pennsylvania—  
County of Luzerne.  
Providing for the attachment of facilities to the county bridge near Plymouth.
- No. 387.—The Bell Telephone Company of Pennsylvania—  
County of Bucks.  
Providing for attachment privileges on a bridge in the Borough of Morrisville.
- No. 388.—Raystown Water Power Company—  
Borough of Mount Union.  
Lighting the streets of the borough for a period of ten years.
- No. 389.—Carlisle Light, Heat & Power Company—  
Borough of Carlisle.  
Lighting the streets of the borough for a period of ten years.
- No. 390.—South Pittsburgh Water Company—  
Borough of Thornburg.  
Petition for declaration by the Commission of the terms upon which it will grant its approval of a proposed contract between said company and the borough.  
(Pending).
- No. 391.—Abington Electric Company—  
Borough of Factoryville.  
Lighting the streets of borough.
- No. 392.—Citizens Electric Company—  
City of Williamsport.  
Lighting city hall and fire engine houses for a period of ten years.
- No. 393.—West Branch Bell Telephone Company—  
Borough of Washingtonville.  
Construction of facilities in said borough.
- No. 394.—The Phoenixville, Valley Forge & Strafford Electric Railway Company—  
Borough of Phoenixville.  
Abandonment of certain extensions of route in said borough.

- No. 395.—The Phoenixville, Valley Forge & Strafford Electric Railway Company—  
Township of Schuylkill, Chester County.  
Abandonment of certain extensions of route in said township.
- No. 396.—The Phoenixville, Valley Forge & Strafford Electric Railway Company—  
Township of Upper Providence, Montgomery County.  
Abandonment of certain extensions of route in said township.
- No. 397.—The Bell Telephone Company of Pennsylvania—  
Township of Wilson, Northampton County.  
Construction of facilities in said township.
- No. 398.—The Central District Telephone Company—  
Borough of New Brighton.  
Construction of facilities in said borough.
- No. 399.—The Bell Telephone Company of Pennsylvania—  
Borough of Oerstown.  
Construction of facilities in said borough.
- No. 400.—The Bell Telephone Company of Pennsylvania—  
Borough of Youngsville.  
Construction of facilities in said borough.
- No. 401.—The Central District Telephone Company—  
Township of South Fayette, Allegheny County.  
Construction of facilities in said township.
- No. 402.—The Central District Telephone Company—  
Borough of Liberty, Allegheny County.  
Construction of facilities in said borough.
- No. 403.—Harmony Electric Company—  
Borough of Ellwood City.  
Construction of facilities for transmission of electricity on certain streets of said borough.
- No. 404.—Homer Light, Heat & Power Company—  
Borough of Homer City.  
Construction of facilities for the purpose of supplying light, heat and power by electricity in said borough.
- No. 405.—Equitable Gas Company—  
City of Pittsburgh.  
Furnishing natural gas for the use of the Bureau of Water.
- No. 406.—Equitable Gas Company—  
City of Pittsburgh.  
Furnishing natural gas for use in watchman's box on Cabbage Hill, Borough of Etna.
- No. 407.—Keystone Telephone Company of Philadelphia—  
Borough of South Langhorne.  
Construction of overhead telephone system in said borough.
- No. 408.—Keystone Telephone Company of Philadelphia—  
Borough of Langhorne Manor.  
Construction of telephone system in said borough.
- No. 409.—Clear Springs Water Company—  
Borough of North Catasauqua.  
Supplying borough water for fire protection for a period of five years; also providing for reduction of rate to private consumers.
- No. 410.—Pennsylvania Railroad Company—  
City of Philadelphia.  
Relocation and reconstruction of a portion of the River Front Railroad Line in said city and the removal of surface tracks.
- No. 411.—A.—The Bell Telephone Company of Pennsylvania—  
Borough of Delta.  
Granting the Delta Telephone Company the right to construct and operate an aerial telephone system within the limits of the borough.  
(Pending.)
- No. 411.—B.—The Bell Telephone Company of Pennsylvania—  
Borough of Delta.  
For a declaration by the Commission of the terms under which it will approve the ordinance enacted by the borough of Delta granting a franchise to the Delta Telephone Company.  
(Pending.)



- No. 412.—Pennsylvania Railroad Company—  
Borough of Newport.  
Construction of cast iron drain pipe under the right of way and tracks of the railroad company in said borough.
- No. 413.—Eastern Pennsylvania Light, Heat & Power Company—  
City of Pottsville.  
Construction of facilities for transmission of electrical current in said city.
- No. 414.—Philadelphia Suburban Gas & Electric Company—  
Borough of Colwyn.  
Lighting the streets of the borough for a period of three years by means of gas.
- No. 415.—Boswell Electric Company—  
Borough of Boswell.  
Lighting the streets of the borough for a period of five years.
- No. 416.—Citizens Light, Heat & Power Company—  
Borough of Franklin.  
Lighting the streets of the borough for a period of five years.
- 1915.
- No. 1.—The Bell Telephone Company of Pennsylvania—  
Borough of Mont Alto.  
Construction of aerial and underground telephone system within the limits of the borough.
- No. 2.—Philadelphia Electric Company—  
City of Philadelphia.  
For lighting the streets of the city during the year 1915.
- No. 3.—Philadelphia Electric Company—  
City of Philadelphia.  
Furnishing and operating electric lights in parks during the year 1915.
- No. 4.—Philadelphia Electric Company—  
City of Philadelphia.  
Lighting playgrounds and recreation centers during the year 1915.
- No. 5.—Jenkins Township Electric Light, Heat & Power Company—  
Township of Jenkins.  
Lighting the streets of the township for a period of five years.  
(Pending).
- No. 6.—Barnesboro-Spangler Electric Light Company—  
Borough of Spangler.  
Lighting the streets of the borough for a period of five years.
- No. 7.—Duquesne Light Company—  
Borough of Rosslyn Farms.  
Lighting the streets of the borough for a period of three years.
- No. 8.—Duquesne Light Company—  
Borough of Carrick.  
Lighting the streets of the borough for a period of five years.
- No. 9.—Pennsylvania Railroad Company—  
City of Pittsburgh.  
Construction of steps leading to pedestrian subway on property of railroad company.
- No. 10.—Pennsylvania Railroad Company—  
City of Altoona.  
Construction of concrete sewer pipe on property of railroad company
- No. 11.—Citizens Light, Heat & Power Company—  
Borough of Ferndale.  
Lighting the streets of the borough for a period of four years.
- No. 12.—Counties Gas & Electric Company—  
Township of Upper Darby, Delaware County.  
Lighting the streets of the township for a period of five years.
- No. 13.—Norristown Electric Light & Power Company, et al—  
Borough of Norristown.  
Rerouting of certain electric circuits in said borough.
- No. 14.—Lilly Light, Heat & Power Company—  
Borough of Lilly.  
Lighting the streets of the borough for a period of five years.



- No. 15.—Equitable Gas Company—  
Borough of West Homestead.  
Construction of facilities for the transportation of natural and artificial gas in said borough.
- No. 16.—Pottstown Gas & Water Company—  
Borough of Pottstown.  
Furnishing water for flushing the flush-tanks of the sewer system of the borough.
- No. 17.—Citizens Electric Company—  
City of Williamsport.  
Lighting the streets, parks and public places of the city for a period of ten years.  
(Refused).
- No. 18.—West Penn Electric Company—  
City of Connellsville.  
Lighting the streets of the city for a period of five years.
- No. 19.—West Penn Electric Company—  
Borough of Dunlevy.  
Construction of facilities for the purpose of supplying light, heat and power by electricity.
- No. 20.—Lehigh Valley Light & Power Company—  
Borough of South Allentown.  
Lighting the streets of the borough for a period of five years.
- No. 21.—West Penn Electric Company—  
Borough of Dunlevy.  
Lighting the streets of the borough for a period of five years.
- No. 22.—West Penn Electric Company—  
Borough of Donora.  
Lighting the streets of the borough for a period of five years.
- No. 23.—Harrisburg Light & Power Company—  
Borough of Paxtang.  
Lighting the streets of the borough for a period of five years.
- No. 24.—Merrill E. Schlegel—  
Borough of Thompsontown.  
Furnishing water for fire protection in said borough.
- No. 25.—Bradford County Telephone Company—  
County of Bradford.  
Attachment of facilities to bridge over Susquehanna River.
- No. 26.—Sykesville Electric Light, Heat & Power Company—  
Borough of Sykesville.  
Lighting the streets of the borough for a period of five years.
- No. 27.—Keystone Telephone Company of Philadelphia—  
City of Philadelphia.  
Furnishing municipal and police telephone service to the city during the year 1915.
- No. 28.—New Castle Electric Company—  
City of New Castle.  
Lighting temporarily the detention hospital of said city.
- No. 29.—The Bell Telephone Company of Pennsylvania—  
City of Scranton.  
Sale by the company of ten poles to the city.
- No. 30.—The Bell Telephone Company of Pennsylvania—  
Borough of South Langhorne.  
Agreement for the joint use of poles.
- No. 31.—Equitable Gas Company—  
Borough of Carnegie.  
Furnishing gas to the city for use at tool house.
- No. 32.—Colemanville Water & Power Company—  
Township of Martic, Lancaster County.  
Erection of pole line along public road.
- No. 33.—Delaware County Electric Company—  
Borough of Lansdowne.  
Lighting the streets of the borough for a period of five years and providing certain free service.

- No. 34.—Delaware County Electric Company—  
County of Delaware.  
Lighting the public highways surrounding the court house in the Borough of Media.
- No. 35.—Delaware County Electric Company—  
Borough of Swarthmore.  
Lighting the streets of the borough for a period of five years and providing certain free service.
- No. 36.—Beacon Light Company—  
City of Chester.  
Lighting the city hall of said city.
- No. 37.—West Penn Electric Company—  
Borough of Adamsburg.  
Construction of facilities for the purpose of supplying light, heat and power by means of electricity.
- No. 38.—Gettysburg Light Company—  
Borough of Gettysburg.  
Lighting the streets of the borough for a period of five years and providing certain free service.
- No. 39.—American District Telegraph Company—  
City of New Castle.  
Granting to the company the use of certain ducts of the city for a period of ten years.
- No. 40.—The Bell Telephone Company of Pennsylvania—  
Borough of Palmyra.  
Construction of aerial and underground telephone system in said borough.
- No. 41.—Lehigh Valley Transit Company—  
Borough of Catasauqua.  
Providing pole license in said borough.
- No. 42.—Pine Run Street Railway Company—  
Township of Mifflin, Allegheny County.  
Extension of time for construction and operation of railway.
- No. 43.—The Bell Telephone Company of Pennsylvania—  
Borough of Elverson.  
Construction of aerial and underground telephone system within the limits of said borough.
- No. 44.—Pennsylvania Water Company—  
Borough of Rankin.  
Furnishing water to the borough for a period of ten years.
- No. 45.—Edison Light & Power Company—  
City of York.  
Furnishing electric current for police system.
- No. 46.—Edison Light & Power Company—  
City of York.  
Furnishing electric current for fire alarm system.
- No. 47.—Duquesne Light Company—  
Township of Ross, Allegheny County.  
Lighting highways of the township for a period of five years.
- No. 48.—United Electric Company—  
Township of Fairview, York County.  
Lighting public highway extending through the village of New Market.
- No. 49.—United Electric Company—  
Township of Fairview, York County.  
Lighting Umberta Street in the Village of Bella Vista.
- No. 50.—Wilkes-Barre Company—  
Borough of Miners Mills.  
Lighting the streets of the borough for a period of seven years.
- No. 51.—Central Railroad Company of New Jersey, et al—  
City of Allentown.  
Construction of sewer pipe under right of way and property of companies in said city.

- No. 52.—Lehigh Coal & Navigation Company—  
City of Allentown.  
Construction of two sewer pipes under and across canal and property of company in said city.
- No. 53.—Pittsburgh Junction Railroad Company—  
City of Pittsburgh.  
Construction of overhead bridge across right of way of company.
- No. 54.—Interborough Electric Company (lessee)—  
Borough of Ambridge.  
Lighting the streets of the borough for a period of five years.
- No. 55.—West Penn Electric Company—  
Borough of Masontown.  
Lighting the streets of the borough for a period of ten years.
- No. 56.—West Penn Electric Company—  
City of Monongahela.  
Construction of railroad on Railroad Street in said city.
- No. 57.—Southern Pennsylvania Traction Company, et al—  
County of Delaware.  
Maintenance of railway tracks upon county bridge in Lower Chichester Township.
- No. 58.—Southern Pennsylvania Traction Company, et al—  
County of Delaware.  
Granting to county use for public travel of bridge of said company over Ridley Creek.
- No. 59.—The Bell Telephone Company of Pennsylvania—  
Borough of Wernersville.  
Construction of aerial and underground telephone system within the limits of said borough and providing for certain free service.
- No. 60.—Mount Washington Street Railway Company, et al—  
Borough of Dormont.  
Construction of terra cotta storm sewer under right of way of company.
- No. 61.—Jersey Shore Electric Company—  
Borough of Jersey Shore.  
Lighting the streets of the borough for a period of ten years.
- No. 62.—Solar Electric Company—  
Borough of Brookville.  
Lighting the streets of the borough for a period of five years.
- No. 63.—Harrisburg Light & Power Company—  
Borough of Steelton.  
Supplementing an existing contract for lighting the streets and public places of said borough.
- No. 63½.—The Bell Telephone Company of Pennsylvania—  
Borough of Robesonia.  
Construction of aerial and underground telephone system within the limits of the borough.
- No. 64.—Central District Telephone Company—  
Borough of Tarentum.  
Construction of aerial and underground telephone system within the limits of the borough and repealing a certain former ordinance.
- No. 65.—The Bell Telephone Company of Pennsylvania—  
Borough of Lebanon Independent.  
Construction of aerial and underground telephone system within the limits of said borough.
- No. 66.—The Bell Telephone Company of Pennsylvania—  
Borough of Tamaqua.  
Construction of aerial and underground telephone system within the limits of said borough.
- No. 67.—Home Electric Company—  
Borough of Coudersport.  
Lighting the streets of the borough for a period of one year.
- No. 68.—Equitable Gas Company—  
Borough of Etna.  
Furnishing the borough free natural gas for a period of one year

- No. 69.—West Penn Railways Company—  
Borough of Scottsdale.  
Fixing the amount of taxes to be paid by the company on cars operated in the borough.
- No. 70.—Interborough Electric Company—  
Township of Harmony, Beaver County.  
Furnishing electric current to the township for a period of one year.
- No. 71.—Philadelphia Suburban Gas & Electric Company—  
Township of Upper Darby, Delaware County.  
Lighting the streets of the township by means of gas for a period of three years.
- No. 72.—Philadelphia Suburban Gas & Electric Company—  
Borough of Norwood.  
Lighting the streets of the borough by means of gas for a period of five years.
- No. 73.—Philadelphia Suburban Gas & Electric Company—  
Borough of Milbourne.  
Lighting the streets of the borough by means of gas for a period of nineteen months.
- No. 74.—Bentleyville Telephone Company—  
Borough of Bentleyville.  
Construction of telephone system within the limits of said borough.
- No. 75.—Ringtown Light, Heat & Power Company—  
Borough of Ringtown.  
Lighting the streets of the borough for a period of ten years.  
(Pending).
- No. 76.—Girard Water Company—  
Borough of Girardville.  
Furnishing water to the borough for a period of one year.  
(Pending).
- No. 77.—Pennsylvania Railroad Company—  
Borough of Cresson.  
Construction by the borough of water pipe on Keystone Avenue in said borough.
- No. 78.—Summit Water Company—  
Borough of Cresson.  
Furnishing water to the borough.
- No. 79.—Central Railroad Company of New Jersey—  
Borough of Parsons.  
Constructing terra cotta sewer pipe across right of way and tracks of railroad company at eleven points in said borough.
- No. 80.—Colemanville Water Power Company—  
Supervisors of Martic Township, Lancaster County.  
Construction of facilities on certain roads of township.
- No. 81.—Allegheny Valley Light Company—  
Township of East Deer, Allegheny County.  
Lighting the streets of the township for a period of five years.
- No. 82.—Metropolitan Electric Company—  
City of Reading.  
Lighting the streets of the city for a period of five years.
- No. 83.—Consumers Gas Company—  
City of Reading.  
Lighting certain streets, parks, etc., of said city by means of gas for a period of five years.
- No. 84.—Duquesne Light Company—  
Borough of Bridgeville.  
Lighting the streets of the borough for a period of five years.
- No. 85.—Harwood Electric Company—  
Township of Kline, Schuylkill County.  
Lighting the streets of the village of Kelayres for a period of 120 months.
- No. 86.—Pittsburgh Railways Company, et al—  
Borough of Dravosburg.  
Payment by said companies of a certain sum in consideration of the relocation, regrading and widening of certain streets, etc.



- No. 87.—Edison Light and Power Company—  
City of York.  
Lighting the streets of the city for a period of ten years.
- No. 88.—Pennsylvania Railroad Company—  
City of Altoona.  
Constructing sewer pipe under right of way and tracks of railroad company in said city.
- No. 89.—Columbia & Montour Electric Company—  
Township of Briar Creek, Columbia County.  
Lighting the streets of the township for a period of five years.
- No. 90.—Pennsylvania Light & Power Company—  
City of Pittsburgh.  
Providing for the payment of a fixed sum of money by the company in lieu of an annual tax.
- No. 91.—Carnegie, Heidelberg & Bridgeville Street Railway Company; Pittsburgh Railways Company—  
Township of Scott, Allegheny County.  
Re-arrangement and reconstruction of tracks on Carothers Avenue in said township.
- No. 92.—West Penn Electric Company—  
Borough of Dawson.  
Lighting the streets of the borough for a period of five years.
- No. 93.—Duquesne Light Company.  
Borough of Duquesne.  
Furnishing the borough with electric current.
- No. 94.—Pennsylvania Railroad Company—  
Borough of Duncannon.  
Construction of certain electric equipment over and across the right of way and tracks of the railroad company in said borough.
- No. 95.—Baltimore and Ohio Railroad Company—  
Township of North Versailles.  
Relocation and reconstruction of a township road at or near Bessemer.  
(Pending).
- No. 96.—Pennsylvania Railroad Company—  
Borough of Duncannon.  
Construction of certain electric equipment over and across the right of way and tracks of the railroad company in said borough.
- No. 97.—Duquesne Light Company—  
City of Pittsburgh.  
Furnishing electric current to the city for operating its street lighting system and certain municipal buildings for a period of five years.
- No. 98.—Penn Electric Service Company—  
Borough of Benson.  
Furnishing electric current to the borough for a period of five years.  
(Pending).
- No. 99.—Warren Street Railway Company—  
Borough of Warren.  
Right to replace with double track the present single track of the company between certain points in said borough.
- No. 100.—Warren Street Railway Company—  
Borough of Warren.  
Construction by the company of tracks on Conewango Avenue in said borough.
- No. 101.—Van Pike Telephone Company—  
Borough of Milford.  
Construction of telephone system within the limits of said borough.
- No. 102.—Chapman Electric Company—  
Township of Chapman, Clinton County.  
Providing for the use and occupancy of the public highways in said township for the construction of facilities for the transmission of electricity.
- No. 103.—Counties Gas & Electric Company—  
Borough of Bridgeport.  
Lighting certain portions of the streets of the borough for a period of five years.

- No. 104.—Counties Gas & Electric Company—  
Township of Haverford, Delaware County.  
Lighting certain portions of the township for a period of three years.
- No. 105.—Wilkes-Barre & West Side Railroad Company—  
Borough of Wyoming.  
Providing the manner in which Wyoming Avenue in said borough shall be paved by said railway company.
- No. 106.—Allegheny Valley Light Company—  
Borough of Arnold.  
Lighting the streets of the borough for a period of five years and providing for certain free service.
- No. 107.—West Penn Electric Company—  
Borough of West Newton.  
Lighting the streets of the borough for a period of five years and providing for certain free service.
- No. 108.—Buffalo & Lake Erie Traction Company—  
City of Erie.  
Construction of railway tracks on certain streets in said city.
- No. 109.—South Pittsburgh Water Company—  
Township of Mount Lebanon, Allegheny County.  
Construction of water works, water system, etc., in said township.
- No. 110.—Central District Telephone Company—  
Borough of Eastvale.  
Construction of telephone system within the limits of said borough.
- No. 111.—The Bell Telephone Company of Pennsylvania—  
Borough of Houtzdale.  
Construction of telephone system within the limits of said borough.
- No. 112.—Honesdale Consolidated Light, Heat & Power Company—  
Borough of Honesdale.  
Lighting the streets of the borough for a period of three years.  
(Pending).
- No. 113.—Luzerne County Gas & Electric Company—  
Borough of Forty Fort.  
Lighting certain streets of the borough for a period of five years.
- No. 114.—DuBois Electric Company—  
Borough of Falls Creek.  
Lighting the streets of the borough for a period of five years.
- No. 115.—Duquesne Light Company—  
Borough of Westwood.  
Lighting the streets of the borough for a period of five years.
- No. 116.—Duquesne Light Company—  
Borough of Verona.  
Lighting the streets of the borough for a period of five years, providing certain free service, and cancelling former contract.
- No. 117.—Penn Central Light & Power Company—  
County of Mifflin.  
Construction of four inch pipe over and across a county bridge spanning Juniata River.
- No. 118.—Duquesne Light Company—  
Borough of Crafton.  
Lighting the streets of the borough for a period of three years.
- No. 119.—Clear Springs Water Company—  
Township of Whitehall, Lehigh County.  
Erection of fire hydrants and furnishing water for fire protection in said township.
- No. 120.—Central District Telephone Company—  
Borough of Coraopolis.  
Joint use of certain poles in said borough.
- No. 121.—The Bell Telephone Company of Pennsylvania—  
Borough of Kingston.  
Amending ordinance of said borough of October 15, 1913.

- No. 122.—South Pittsburgh Water Company—  
Borough of Thornburg.  
Construction of water works and supplying water to the borough and its inhabitants.  
(Pending).
- No. 123.—S. H. Musselman—  
Township of Hamiltonban, Adams County.  
Construction of facilities for the transmission of electric current for light, heat and power in said township.  
(Pending).
- No. 124.—Pennsylvania Railroad Company—  
Borough of Edgewood.  
Construction of subway under tracks of railroad company in said borough.
- No. 125.—Sinking Spring Water Company—  
Borough of Wyomissing.  
Sale of fire hydrants to the borough and furnishing water for fire protection.
- No. 126.—Duquesne Light Company—  
Borough of Mount Oliver.  
Lighting the streets of the borough for a period of five years.
- No. 127.—Pennsylvania Water Company—  
Township of Wilkins, Allegheny County.  
Furnishing water to the township for fire protection for a period of ten years.  
(Pending).
- No. 128.—Atlantic Refining Company—  
Borough of Indiana.  
Construction of siding at grade across certain streets of said borough.  
(Pending).
- No. 129.—West Penn Lighting Company—  
Borough of Canonsburg.  
Lighting the streets of the borough for a period of five years.
- No. 130.—The Bell Telephone Company of Pennsylvania—  
City of Harrisburg.  
Sale by said company to the city of three poles.
- No. 131.—Kittanning Telephone Company—  
Borough of Leechburg.  
Construction of telephone system in said borough and granting use of poles to the borough for fire alarm purposes.  
(Pending).
- No. 132.—Central District Telephone Company—  
County of Allegheny.  
Construction of wires across Bridge No. 3 in said county.  
(Pending).
- No. 133.—Edison Light & Power Company—  
Borough of West York.  
Lighting the streets of the borough for a period of ten years.  
(Pending).
- No. 134.—Pennsylvania Railroad Company—  
Borough of Goldsboro.  
Construction of certain electric equipment over and across the right of way and tracks of the railroad company.
- No. 135.—Central District Telephone Company—  
Borough of Sharpsburg.  
Joint use of poles in said borough.  
(Pending).
- No. 136.—New Parryville Consolidated Gas Company—  
Borough of Lehighton.  
Construction of gas plant and facilities in said borough.  
(Pending).

- No. 137.—Duquesne Light Company—  
Borough of Greentree.  
Lighting the streets of the borough for a period of five years and providing pole tax to be paid by said company.  
(Pending).
- No. 138.—Lehigh Valley Light & Power Company—  
Borough of Slatingsdon.  
Lighting the streets of the borough for a period of ten years.  
(Pending).
- No. 139.—Lehigh Valley Transit Company—  
Borough of Lansdale.  
Construction of facilities on certain streets in said borough.  
(Pending).
- No. 140.—Lehigh Valley Transit Company—  
Township of Hanover, Lehigh County.  
Construction of second track along a portion of the company's railway in said township.  
(Pending).
- No. 141.—Schuylkill Gas & Electric Company—  
Borough of Mahanoy City.  
Lighting the streets of the borough for a period of ten years.  
(Pending).
- No. 142.—Counties Gas & Electric Company—  
Township of Tredyffrin, Chester County.  
Lighting the streets of the village of Berwyn for a period of five years.  
(Pending).
- No. 143.—Counties Gas & Electric Company—  
Borough of Norristown.  
Furnishing electric current to the borough for a period of five years.  
(Pending).
- No. 144.—Counties Gas & Electric Company—  
Commissioners of Chester and Montgomery Counties.  
Construction of facilities on Pawling Bridge.  
(Pending).
- No. 145.—Counties Gas & Electric Company—  
Township of Easttown, Chester County.  
Lighting certain portions of the township for a period of five years.  
(Pending).
- No. 146.—Equitable Gas Company—  
City of Pittsburgh.  
Construction of gas lines across New North Side Point Bridge.  
(Pending).
- No. 147.—Consolidated Gas Company—  
City of Pittsburgh.  
Construction of gas lines across New North Side Point Bridge.  
(Pending).
- No. 148.—Warren Street Railway Company—  
Township of Glade, Warren County.  
Right to extend railway tracks in said township.  
(Pending).
- No. 149.—Vandergrift Electric Light & Power Company—  
Borough of Vandergrift.  
Lighting the streets of the borough for a period of ten years.  
(Pending).
- No. 150.—Duquesne Light Company—  
Borough of Chalfant.  
Construction of facilities for the purpose of furnishing light, heat and power to the public by means of electricity.  
(Pending).
- No. 151.—Duquesne Street Railway Company—  
City of Pittsburgh.  
Construction of tracks upon certain streets in said city.  
(Pending).
- No. 152.—Peoples Natural Gas Company—  
Borough of Portage.  
Construction of natural gas system within the limits of the borough.  
(Pending).



- No. 153.—Allegheny Valley Light Company—  
Borough of Parnassus.  
Lighting the streets of the borough for a period of ten years and providing certain free service.  
(Pending).
- No. 154.—Edinboro Light & Power Company—  
Borough of Edinboro.  
Lighting the streets of the borough for a period of three years.  
(Pending).
- No. 155.—Central District Telephone Company—  
City of Franklin.  
Amending an ordinance of the city relative to the height of poles.  
(Pending).
- No. 156.—Penn Public Service Company—  
Borough of Irvona.  
Constructing of facilities for the purpose of transmitting electric current.  
(Pending).
- No. 157.—Erie Railroad Company—  
Borough of Union City.  
Construction of sewers across the right of way and tracks of the railroad company.
- No. 158.—Pennsylvania Railroad Company—  
Borough of Union City.  
Construction of sewers across the right of way and tracks of the railroad company.
- No. 159.—Glen Rock-New Freedom Telephone & Telegraph Company—  
Borough of Jefferson.  
Construction of facilities in said borough.  
(Pending).
- No. 160.—Eastern Pennsylvania Light, Heat & Power Company—  
Borough of Frackville.  
Construction of facilities in said borough with right of joint use of poles for fire alarm and police telegraph wires.  
(Pending).
- No. 161.—Schuylkill Gas & Electric Company—  
Borough of Shenandoah.  
Lighting the streets of the borough for a period of ten years.  
(Pending).
- No. 162.—Central District Telephone Company—  
Borough of Chalfant.  
Construction of facilities in said borough and providing for certain free service.  
(Pending).
- No. 163.—Philadelphia & West Chester Turnpike Road Company, West Chester Traction Company—  
Township of Upper Darby, Delaware County.  
Contract between said companies and the township as evidenced by a bond of said township dated December 4, 1914.
- No. 164.—Philadelphia & West Chester Turnpike Road Company—  
Philadelphia & West Chester Traction Company—  
Philadelphia & Garrettford Street Railroad Company—  
Township of Upper Darby, Delaware County.  
Contract between said companies and the township as evidenced by a bond of said township dated May 4, 1915.
- No. 165.—West Penn Electric Company—  
Borough of Scottsdale.  
Lighting the streets of the borough for a period of ten years and providing certain free service.  
(Pending).
- No. 166.—S. H. Musselman  
Borough of Fairfield.  
Construction of facilities in said borough for furnishing electricity to the public, and for lighting the streets of the borough for a period of five years.  
(Pending).

- No. 167.—Titusville Traction Company—  
City of Titusville.  
Amending an ordinance for the construction of railway line in said city  
(Pending).
- No. 168.—Equitable Gas Company—  
City of Pittsburgh.  
Furnishing gas to the city for use at comfort station at Liberty Street and  
Fifth Avenue.  
(Pending).
- No. 169.—Equitable Gas Company—  
City of Pittsburgh.  
Furnishing gas to the city for use in swimming pool at South Tenth and  
Bingham Streets.  
(Pending).
- No. 170.—Equitable Gas Company—  
City of Pittsburgh.  
Furnishing gas to the city for use at comfort station on Smithfield  
Street.  
(Pending).
- No. 171.—The Bell Telephone Company of Pennsylvania—  
Borough of Royersford.  
Construction of facilities in said borough, joint use of property of  
company with other companies, and providing for certain free  
service.  
(Pending).
- No. 172.—United Electric Company—  
Borough of Camp Hill.  
Lighting the streets of the borough for a period of five years.  
(Pending).
- No. 173.—Penn Central Light & Power Company—  
Borough of Burnham.  
Lighting the streets of the borough and public buildings for a period  
of five years.  
(Pending).
- No. 174.—Penn Central Light & Power Company—  
Borough of Lewistown.  
Lighting the streets of the borough for a period of ten years and pro-  
viding certain free service.  
(Pending).
- No. 175.—Penn Central Light & Power Company—  
Borough of Juniata.  
Lighting the streets of the borough for a period of five years and pro-  
viding certain free service.  
(Pending).
- No. 176.—Northern Cambria Light, Heat & Power Company—  
Borough of Patton.  
Lighting the streets of the borough for a period of ten years.  
(Pending).
- No. 177.—Philadelphia & Western Railway Company—  
Township of Upper Darby, Delaware County.  
Construction of cast iron sewer pipe under right of way and tracks of  
railway company.  
(Pending).
- No. 178.—Market Street Elevated Passenger Railway Company, et al—  
Township of Upper Darby, Delaware County.  
Construction of sewer under the right of way and tracks of said  
company.  
(Pending).
- No. 179.—Pennsylvania Railroad Company—  
Borough of Freeport.  
Elimination of grade crossings on certain streets and the opening of a  
new street.  
(Pending).

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**DISPOSITION BY THE COMMISSION OF APPLICATIONS**  
**FOR**  
**CERTIFICATES OF PUBLIC CONVENIENCE EVIDENCING**  
**THE APPROVAL OF CONTRACTS**  
**BETWEEN**  
**MUNICIPAL CORPORATIONS AND PUBLIC**  
**SERVICE COMPANIES**

During the Year Ending June 30, 1915.

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DISPOSITION BY THE COMMISSION OF APPLICATIONS FOR  
CERTIFICATES OF PUBLIC CONVENIENCE EVIDENCING  
THE APPROVAL OF CONTRACTS BETWEEN MUNICIPAL  
CORPORATIONS AND PUBLIC SERVICE COMPANIES DURING  
THE YEAR ENDING JUNE 30, 1915.

MUNICIPAL CONTRACT DOCKET NO. 21—1914 (a).

In the matter of the application of Hanover Light,  
Heat & Power Company, under Section 11, Article  
III, and Sections 18 and 19, Article V, of The  
Public Service Company Law, for the approval of  
a contract between the said company and the bor-  
ough of New Oxford, providing for the entering  
upon and occupance of the streets of said borough  
for the purpose of erecting and maintaining poles,  
wires, etc., for the supply and distribution of  
light, heat and power by means of electricity to  
the public therein.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

The Public Service Commission of the Commonwealth of Pennsylvania hereby  
certifies that after an investigation and hearing had on the above entitled application,  
it has, by its report and order made and entered, a copy of which is hereto attached  
and made a part hereof, found and determined that the granting of said application  
is necessary and proper for the service, accommodation, convenience and safety of  
the public, and this certificate is issued evidencing its approval of the said applica-  
tion as set forth in said report and order.

MUNICIPAL CONTRACT DOCKET NO. 21—1914 (b).

In the matter of the application of Hanover Light,  
Heat & Power Company, under Section 11, Article  
III, and Sections 18 and 19, Article V, of the  
Public Service Company Law, for the approval  
of a contract between said company and the bor-  
ough of New Oxford for lighting the streets of the  
borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

The Public Service Commission of the Commonwealth of Pennsylvania hereby  
certifies that after an investigation and hearing had on the above entitled application,  
it has, by its report and order made and entered, a copy of which is hereto attached  
and made a part hereof, found and determined that the granting of said application  
is necessary and proper for the service, accommodation, convenience and safety of  
the public, and this certificate is issued evidencing its approval of the said contract  
as set forth in said report and order.

### MUNICIPAL CONTRACT DOCKET NO. 34—1914.

In the matter of the approval of the contract between the Consumers Electric Company and the Borough of Exeter, granting company the right and privilege to erect and maintain poles, wires, etc., on the streets of the boroughs.

The Citizens Electric Illuminating Company filed a protest against the granting of a Certificate of Public Convenience evidencing the Commission's approval of this contract, upon the ground that it maintains a system in the borough of Exeter for the supply of electricity to the public therein, consisting of upwards of 21 miles of wire and approximately 219 poles, with other necessary equipment; that the said system and plant have been continuously in operation and entirely adequate to supply all demands in said borough, and that, by reason of the small population to be served, it did not present a commercially attractive field for one company, much less for two.

Under date of July 21, 1914, the Commission entered an order dismissing the petition.

Subsequently, on the 14th day of August, 1914, the Borough of Exeter and the Consumers Company filed a petition praying for a rehearing.

After a full consideration of the petition, the Commission, under date of March 5, 1915, refused to grant a rehearing and affirmed its former order of July 21, 1914.

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### MUNICIPAL CONTRACT DOCKET NO. 35—1914.

In the matter of the application of the Borough of Exeter, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said borough and the Consumer's Electric Company of Borough of Exeter, for lighting the streets of the borough for a period of ten years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Exeter, by petition in writing for the approval of a certain written contract, dated the 23rd day of December, 1913, between the Borough of Exeter and the Consumer's Electric Company of the Borough of Exeter, for lighting the streets of the borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 21st day of July, 1914, approves the said contract hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 74—1914.

In the matter of approval of a contract between the Consumers Electric Company of Hughestown and the Borough of Hughestown, granting to the company the right to erect and maintain poles, wires, etc., upon and along the streets and alleys of the borough.

A protest was filed by the Citizens Electric Illuminating Company of Pittston, against the approval of the ordinance contract involved in this case, upon the ground

that it was already engaged in supplying electricity to the public in the borough of Hughestown and was amply equipped to meet every demand made upon it in the said borough.

It was alleged, however, that the protestant was not furnishing adequate service. After a full consideration of the case, the Commission refused to grant a certificate to the applicant and dismissed the petition.

MUNICIPAL CONTRACT DOCKET NO. 83—1914.

In the matter of application of the Raystown Water Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract between said company and the Borough of Mount Union, amending an ordinance granting a franchise to said company, approved July 16, 1913 by repealing the proviso that said company shall not enter into competition in the sale of light until April 1, 1915.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Raystown Water Power Company, by petition in writing, dated the 20th day of March, 1914, for approval of a certain written contract between said company and the Borough of Mount Union, as evidenced by an ordinance of the said borough enacted the 8th day of December 1913, and approved by the Burgess on the 13th day of December, 1913, amending an ordinance of said borough, approved July 16, 1913, granting franchise rights to the said company to construct and maintain a system of poles for the transmission of electricity for power and light in the said borough by repealing the proviso in said ordinance that said company shall not enter into competition in the sale of light until April 1, 1915.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public and accordingly hereby on the 19th day of March, 1915, approves the said contract, as evidenced by the said ordinance.

MUNICIPAL CONTRACT DOCKET NO. 154—1914.

In the matter of the application of the Windfall Gas Company, under Sections 2 (b) and 11, Article III and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Eldred, and also for the approval of the right to begin the supply of natural gas to said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Windfall Gas Company, by petition in writing, for the approval of a contract, as evidenced by an ordinance of the Borough of Eldred, approved the 3rd day of October, 1913, and supplemental ordinance approved the 21st day of April, 1914, and acceptance thereof, dated the 12th day of May, 1914, granting unto the said company the right to construct a pipe line on the streets of the said borough, for the supply of natural gas, and also by petition of the said Windfall Gas Company, dated the 22nd day of May, 1914, for the approval of the right to begin the supply of natural gas to said Borough.



The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of December, 1914, approves said contract, as evidenced by the ordinance, supplemental ordinance and acceptance hereto attached, and also approves the right to begin the supply of natural gas to the said Borough.

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### MUNICIPAL CONTRACT DOCKET NO. 155—1914.

In the matter of the application of the Butler County Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Valencia, granting to the company the right to construct, maintain and operate poles, wires, etc. on the streets of the Borough for the purpose of furnishing light, heat and power by electricity.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Butler County Light Company, by petition in writing, for the approval of a certain written contract, as evidenced by an ordinance of the Borough of Valencia, enacted the 6th day of April, 1914, and acceptance thereof dated the 30th day of April, 1914, and by supplemental ordinance, enacted the 4th day of May, 1914, and acceptance thereof, dated the 16th day of May, 1914, granting to the company the right to construct, maintain and operate poles, wires, etc., on the streets of the Borough, for the purpose of furnishing light, heat and power by electricity.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves said contract, as evidenced by said ordinance enacted the 6th day of April, 1914, and acceptance thereof dated the 30th day of April, 1914, and by supplemental ordinance, enacted the 4th day of May, 1914, and acceptance thereof, dated the 16th day of May, 1914, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 156—1914.

In the matter of the application of Counties Gas and Electric Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Schwenksville for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Counties Gas and Electric Company by petition in writing for the approval of a certain written contract, dated the first day of June, 1914, between the Counties Gas and Electric Company and the Borough of Schwenksville for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 157—1914.

In the matter of the application of the United Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Township of East Pennsboro, Cumberland County, for lighting the highways of the Village of Washington Heights, in the Township, for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the United Electric Company, by petition in writing for the approval of a certain written contract, dated the 4th day of June, 1914, between the United Electric Company and the Township of East Pennsboro, Cumberland County, for lighting the highways of the Village of Washington Heights, in said Township, for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached

## MUNICIPAL CONTRACT DOCKET NO. 158—1914.

In the matter of the application of the Beaver County Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Midland, granting to the company the right to construct, maintain and operate an aerial or underground telephone system within the limits of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Beaver County Telephone Company, by petition in writing, for the approval of a certain written contract, as evidenced by an ordinance of the Borough of Midland, enacted the 6th day of April, 1914, and acceptance thereof, dated the 20th day of April, 1914, granting to the company the right to construct, maintain and operate an aerial or underground telephone system, within the limits of said borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves said contract, as evidenced by said ordinance enacted the 6th day of April, 1914, and acceptance thereof, dated the 20th day of April, 1914, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 159—1914.

In the matter of the application of Citizens Light, Heat and Power Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Township of Stony Creek, Cambria County for lighting the highways of the Township for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Citizens Light, Heat and Power Company by petition in

writing for the approval of a certain written contract, dated the first day of September, 1913, between the Citizens Light, Heat and Power Company and the Township of Stonycreek, Cambria County, for lighting the highways of the Township for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 160—1914.

In the matter of the application of the Citizens Light, Heat and Power Company of Pennsylvania under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between the Daisytown Electric Company and the Borough of Daisytown for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Citizens Light, Heat and Power Company of Pennsylvania, by petition in writing for the approval of a certain written contract, dated the 12th day of November, 1913, between the Daisytown Electric Company and the Borough of Daisytown, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 161—1914.

In the matter of the application of Penn Electric Service Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Somerset for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Penn Electric Service Company, by petition in writing for the approval of a certain written contract, dated the 5th day of June, 1914, between the Penn Electric Service Company and the Borough of Somerset, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 162—1914.

In the matter of the application of the Monongahela, Ellsworth and Washington Street Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the City of Monongahela granting to the company an extension of time for placing the railway in regular operation.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Monongahela, Ellsworth and Washington Street Railway Company, by petition in writing, for the approval of a certain written contract, as evidenced by an ordinance of the City of Monongahela, enacted the 25th day of May, 1914, and acceptance thereof, dated the 6th day of June, 1914, granting to the company an extension of the time for placing the railway in regular operation.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves said contract, as evidenced by said ordinance enacted the 25th day of May, 1914, and acceptance thereof, dated the 6th day of June, 1914, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 163—1914.

In the matter of the application of Duquesne Light Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Bellevue for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Duquesne Light Company, by petition in writing for the approval of a certain written contract, dated the 14th day of February, 1914, between the Duquesne Light Company and the Borough of Bellevue, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 164—1914.

In the matter of the application of the Equitable Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the City of Pittsburgh, for furnishing natural gas to the City for use at Shelter House, Olympia Park.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Equitable Gas Company, by petition in writing, for the approval of a certain written contract, dated the 4th day of May, 1914, between said Equitable Gas Company and the City of Pittsburgh, for furnishing natural gas to the City for use at Shelter House, Olympia Park.



The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 165—1914.

In the matter of the application of the Equitable Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the City of Pittsburgh, for furnishing natural gas to the City for use at Aspinwall Pumping Station. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Equitable Gas Company, by petition in writing, for the approval of a certain written contract, dated the 7th day of April, 1914, between said Equitable Gas Company and the City of Pittsburgh, for furnishing natural gas to the City for use at Aspinwall Pumping Station.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 166—1914.

In the matter of the application of the Equitable Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the City of Pittsburgh, for the laying of service line to Shelter House, Olympia Park, in the City, for furnishing natural gas to said Shelter House. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Equitable Gas Company, by petition in writing, for the approval of a certain written contract, dated the 4th day of May, 1914, between said Equitable Gas Company and the City of Pittsburgh, for the laying of service line to Shelter House, in Olympia Park, in the City, for furnishing natural gas to said Shelter House.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 167—1914.

In the matter of the application of The West Penn Electric Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Youngstown for lighting the streets of the Borough for a period of five years. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The West Penn Electric Company, by petition in writing for



the approval of a certain written contract, dated the fifth day of June, 1914, between the West Penn Electric Company and the Borough of Youngstown, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.

### MUNICIPAL CONTRACT DOCKET NO. 168—1914.

<p>In the matter of the application of Chester Valley Electric Company under Section 11, Article III, and Sections 18 and 19, Article V. of The Public Service Company Law, for the approval of a contract between said company and the Borough of Parkesburg for lighting streets of the Borough for a period of three years.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Chester Valley Electric Company, by petition in writing for the approval of a certain written contract, dated the first day of May, 1914, between the Chester Valley Electric Company and the Borough of Parkesburg, for lighting the streets of the Borough for a period of three years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.

### MUNICIPAL CONTRACT DOCKET NO. 169—1914.

<p>In the matter of the application of the Pennsylvania Railroad Company, under Section 11, Article III and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Homer granting to the Borough the right to construct, operate and maintain a sewer pipe across the right of way and tracks of the Company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Railroad Company, by petition in writing for the approval of a certain written contract, dated the eighteenth day of June, 1914, between the said Company and the Borough of Homer, granting to the Borough the right to construct, operate and maintain a sewer pipe across the right of way and tracks of the Company.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 170—1914.

In the matter of the application of the Southern Heat, Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Rosslyn Farms, granting to the company the right to construct, maintain and operate poles, wires, etc., on the streets of the Borough, for the purpose of furnishing light, heat and power by electricity.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Southern Heat, Light and Power Company, by petition in writing, for the approval of a certain written contract, as evidenced by an ordinance of the Borough of Rosslyn Farms, enacted the 16th day of May, 1914, and acceptance thereof, dated the 16th day of June, 1914, granting to said company the right to construct, maintain and operate poles, wires, etc., on the streets of the Borough, for the purpose of furnishing light, heat and power by electricity.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves said contract, as evidenced by said ordinance enacted the 16th day of May, 1914, and acceptance thereof, dated the 16th day of June, 1914, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 170-A—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the County of Delaware, granting said company the right to attach eye-bolts to the abutments of bridge spanning Darby Creek, between Marple Avenue and Riley Street, in the Township of Upper Darby, and Borough of Clifton Heights, County of Delaware.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 19th day of June, 1914, for the approval of a certain written contract, dated the 16th day of March, 1914, by and between said company and the County of Delaware, granting to said company the right to attach eye-bolts to the abutments of bridge spanning Darby Creek, between Marple Avenue and Riley Street, in the Township of Upper Darby, and Borough of Clifton Heights, County of Delaware, for the purpose of carrying its wires and cables across said bridge, more fully described in said Articles of Agreement.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves said petition and contract, and directs that this certificate be attached to the original copy of said agreement.

MUNICIPAL CONTRACT DOCKET NO. 170-B—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Commissioners of Delaware County, granting to the said company the right to carry its wires, conduits, et cetera, across a bridge spanning Ridley Creek in the Township of Nether Providence, County of Delaware, on line with and part of Providence Road.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, for the approval of a certain written contract dated the 16th day of March, 1914, between the said The Bell Telephone Company of Pennsylvania and the Commissioners of Delaware County, granting to the said Company the right to attach and maintain a conduit, for the purpose of carrying its cables and wires under a bridge spanning Ridley Creek, in the Township of Nether Providence, Delaware County, which bridge is on line with and a part of Providence Road.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 5th day of August, 1914, approves the said contract, and directs that this certificate be attached to the original copy of said Contract.

MUNICIPAL CONTRACT DOCKET NO. 170-C—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Counties of Armstrong and Clarion, granting to said company the right to place, operate and maintain its cables, wires, etc., on a bridge across the Allegheny River.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 19th day of June, 1914, for the approval of a certain written contract, dated the 1st day of January, 1914, between said company and the Counties of Armstrong and Clarion, granting to said company the right to place, operate and maintain its cables, wires, etc., on a bridge across the Allegheny River, between the Borough of East Brady in the County of Clarion, and the Village of Dewey in the County of Armstrong.

The Commission now, after investigation and hearing, finds and determines that the granting of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves said contract, and directs that this certificate be attached to the original copy thereof.



## MUNICIPAL CONTRACT DOCKET NO. 170-D—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the County of Allegheny, granting to said company the right to extend its line of conduits, etc., along the Washington Road from Biltmore Avenue, Borough of Dormont, through the townships of Mt. Lebanon, Scott and Upper St. Clair, to the Village of Clifton, said county.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 19th day of June, 1914, for the approval of a certain written contract, dated the 26th day of May, 1914, between said company and the County of Allegheny granting to said company the right to extend its line of conduits, etc., along the Washington Road from Biltmore Avenue, in the Borough of Dormont, through the Townships of Mt. Lebanon, Scott and Upper St. Clair, to the Village of Clifton, in said county.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves said contract, and directs that this certificate be attached to the original copy thereof.

## MUNICIPAL CONTRACT DOCKET NO. 171—1914.

In the matter of the application of The West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Suterville, for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The West Penn Electric Company, by petition in writing for the approval of a certain written contract, dated the 1st day of June, 1914, between The West Penn Electric Company, and the Borough of Suterville, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 172—1914.

In the matter of the application of The West Penn Lighting Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Canonsburg, for lighting the streets of the Borough for a period of one year and four months.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The West Penn Lighting Company, by petition in writing for the approval of a certain written contract, dated the 2nd day of February, 1914, between The West Penn Lighting Company and the Borough of Canonsburg, for lighting the streets of the Borough for a period of one year and four months.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 173—1914.

In the matter of the application of the Pittston and Avoca Street Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Avoca, granting to the company the right to construct, maintain and operate its railway upon McAlpin Street, in said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pittston and Avoca Street Railway Company, by petition in writing, for the approval of a certain written contract, as evidenced by an ordinance of the Borough of Avoca, enacted the 1st day of June, 1914, and acceptance thereof, dated the 11th day of June, 1914, granting to the company the right to construct, maintain and operate its railway upon McAlpin Street, in said Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves said contract, as evidenced by said ordinance enacted the 1st day of June, 1914, and acceptance thereof, dated the 11th day of June, 1914, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 175—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Ringtown, granting to the company the right to construct, maintain and operate an aerial and underground telephone system within the limits of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Bell Telephone Company of Pennsylvania, by petition in writing, for the approval of a certain written contract, as evidenced by an

ordinance of the Borough of Ringtown, enacted the 14th day of May, 1914, and acceptance thereof, dated the 20th day of May, 1914, granting to the company the right to construct, maintain and operate an aerial and underground telephone system within the limits of the said Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves said contract, as evidenced by said ordinance enacted the 14th day of May, 1914, and acceptance thereof, dated the 20th day of May, 1914, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 176—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Mechanicsville, granting to the company the right to construct, maintain and operate an aerial and underground telephone system within the limits of the Borough and providing for certain free service.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Bell Telephone Company of Pennsylvania, by petition in writing, for the approval of a certain written contract, as evidenced by an ordinance of the Borough of Mechanicsburg, dated the 6th day of May, 1914, and acceptance thereof, dated the 18th day of May, 1914, granting to the company the right to construct, maintain and operate an aerial and underground telephone system within the limits of the Borough and providing for certain free service.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves said contract, as evidenced by said ordinance enacted the 6th day of May, 1914, and acceptance thereof, dated the 18th day of May, 1914, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 177—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Oakhurst, granting to the company the right to construct, maintain and operate an aerial telephone system within the limits of the Borough and providing certain free service.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, for the approval, of a certain written contract, as evidenced by an ordinance of the Borough of Oakhurst, enacted the 20th day of April, 1914, and acceptance

thereof, dated the 2nd day of May, 1914, granting to the company the right to construct, maintain and operate an aerial telephone system within the limits of the Borough, and a supplemental contract, dated the 22nd day of May, 1914, providing certain free telephone service.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves said contract, as evidenced by said ordinance enacted the 20th day of April, 1914, and acceptance thereof, dated the 2nd day of May, 1914, and said supplemental contract, dated the 22nd day of May, 1914, hereto attached.

### MUNICIPAL CONTRACT DOCKET NO. 178—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Crafton, granting to the company the right to construct, maintain and operate an underground telephone system within the limits of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, for the approval of a certain written contract, as evidenced by an ordinance of the Borough of Crafton, enacted the 5th day of May, 1914, and acceptance thereof, dated the 18th day of May, 1914, granting to the company the right to construct, maintain and operate an underground telephone system within the limits of the Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves said contract, as evidenced by said ordinance dated the 5th day of May, 1914, and acceptance thereof, dated the 18th day of May, 1914, hereto attached.

### MUNICIPAL CONTRACT DOCKET NO. 179—1914.

In the matter of the application of the Patterson Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Mifflin, for the supply of fire hydrants for said borough and fixing rates for domestic users, of water therefor.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Patterson Water Company, by petition in writing, for the approval of a certain written contract, as evidenced by an ordinance of the Borough of Mifflin, approved the 4th day of August, 1913, and acceptance thereof dated the



15th day of September, 1913, and by supplemental ordinance approved the 2nd day of March, 1914, and acceptance thereof, dated the 23rd day of May, 1914, for the supplying of water by said company to said borough for the fire hydrants and fixing rates for domestic users.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 9th day of July, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, and said supplemental ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 180—1914.

In the matter of the application of Phoenixville, Valley Forge and Strafford Electric Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Phoenixville, granting the company the right to construct and operate its line for railway on certain streets of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Phoenixville, Valley Forge and Strafford Electric Railway, by petition in writing, dated the 27th day of June, 1914, for the approval of a contract with the Borough of Phoenixville, as evidenced by an ordinance enacted the 11th day of June, 1914, granting the company the right to construct and operate its line of railway on certain streets of the Borough.

The Commission now, after investigation and hearing, finds and determines, in its report and order dated October 9th, 1914, that the granting of this petition is necessary or proper for the service, accommodation, convenience or safety of the public and accordingly, hereby on the 9th day of October, 1914, approves said contract, as evidenced by said ordinance, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 181—1914.

In the matter of the application of the Beacon Light Company and the City of Chester under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Beacon Light Company and the City of Chester for lighting the City Hall of the City for a period of nine months.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Beacon Light Company and the City of Chester, by petition in writing for the approval of a certain written contract, dated the 30th day of June, 1914, between the Beacon Light Company and the City of Chester, for lighting the City Hall of the said City for a period of nine months.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 182—1914.

In the matter of the application of the Delaware County Electric Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Township of Tinicum, Delaware County, granting to the company the right to construct, operate and maintain poles, wires, etc., on the highways of the Township for the purpose of furnishing light, heat and power by electricity.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Delaware County Electric Company, by petition in writing, for the approval of a certain written contract, dated the 2nd day of June, 1914, between said company and the Township of Tinicum, Delaware County, granting to the company the right to construct, operate and maintain poles, wires, etc. on the highways of the Township for the purpose of furnishing light, heat and power by electricity.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 183—1914.

In the matter of the application of the Delaware County Electric Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Township of Upper Darby, Delaware County for lighting the highways of the Township for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Delaware County Electric Company, by petition in writing for the approval of a certain written contract, dated the fifth day of May, 1914, between the Delaware County Electric Company and the Township of Upper Darby, Delaware County, for lighting the highways of the Township for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 184—1914.

In the matter of the application of The Philadelphia Electric Company under Section 11, Article III, and Sections 18 and 19, Article V. of The Public Service Company Law, for the approval of a contract between said company and the Borough of Rockledge for lighting the streets of the Borough for a period of five years. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Philadelphia Electric Company, by petition in writing for the approval of a certain written contract, dated the eleventh day of May, 1914, between the said The Philadelphia Electric Company and the Borough of Rockledge, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 185—1914.

In the matter of the application of the Delaware County Electric Company under Section 11, Article III, and Sections 18 and 19, Article V. of The Public Service Company Law, for the approval of a contract between said company and the Borough of East Lansdowne for lighting the streets of the Borough for a period of five years. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Delaware County Electric Company, by petition in writing for the approval of a certain written contract, dated the 8th day of May, 1914, between the Delaware County Electric Company and the Borough of East Lansdowne, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 186—1914.

In the matter of the application of the Delaware County Electric Company under Section 11, Article III, and Sections 18 and 19, Article V. of The Public Service Company Law, for the approval of a contract between said company and the Township of Middletown, Delaware County, granting to the company the right to construct, operate and maintain poles, wires, etc., on the highways of the Township, for the purpose of furnishing light, heat and power by electricity. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Delaware County Electric Company, by petition in writing, for the approval of a certain written contract, dated the 9th day of March,

1914, between said company and the Township of Middletown, Delaware County, granting to the company the right to construct, operate and maintain poles, wires, etc., on the highways of the Township, for the purpose of furnishing light, heat and power by electricity.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 187—1914.

In the matter of the application of the Delaware County Electric Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Township of Aston, Delaware County, granting to the company the right to construct, operate and maintain poles, wires, etc., on the highways of the Township, for the purpose of furnishing light, heat and power by electricity.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Delaware County Electric Company, by petition in writing, for the approval of a certain written contract, as evidenced by an ordinance of the Township of Aston, Delaware County, enacted the 1st day of June, 1914, and acceptance thereof, dated the 1st day of June, 1914, granting to the company the right to construct, operate and maintain poles, wires, etc., on the highways of the Township for the purpose of furnishing light, heat and power by electricity.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves said contract, as evidenced by said ordinance, enacted the 1st day of June, 1914, and acceptance thereof, dated the 1st day of June, 1914, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 188—1914.

In the matter of the application of the Delaware County Electric Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Township of Springfield, Delaware County, granting to the company the right to construct, operate and maintain poles, wires, etc., on the highways of the Township for the purpose of furnishing light, heat and power by electricity.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Delaware County Electric Company, by petition in writing, for the approval of a certain written contract, dated the 16th day of March, 1914, between the said company and the Township of Springfield, Delaware County,



granting to the company the right to construct, operate and maintain poles, wires, etc., on the highways of the Township for the purpose of furnishing light, heat and power by electricity.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 189—1914.

In the matter of the application of The Bala and Merion Electric Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Township of Lower Merion, Montgomery County, for lighting the streets of the Township for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bala and Merion Electric Company, by petition in writing for the approval of a certain written contract, dated the 12th day of May, 1914, between The Bala and Merion Electric Company and the Township of Lower Merion, Montgomery County, for lighting the highways of the Township for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 190—1914.

In the matter of the application of The Bala and Merion Electric Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Township of Lower Merion, Montgomery County, for lighting the streets of the Township for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bala and Merion Electric Company, by petition in writing for the approval of a certain written contract, dated the 3rd day of July, 1914, between The Bala and Merion Electric Company and the Township of Lower Merion, Montgomery County, for lighting the highways of the Township for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 191—1914.

In the matter of the application of The Bala and Merion Electric Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Narberth for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bala and Merion Electric Company, by petition in writing for the approval of a certain written contract, dated the 17th day of June, 1914, between The Bala and Merion Electric Company and the Borough of Narberth, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 192—1914.

In the matter of the application of the Township of Upper Darby, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said township and the Philadelphia and Baltimore Central Railroad Company and the Philadelphia, Baltimore and Washington Railroad Company, Agent of the Philadelphia and Baltimore Central Railroad Company, granting to the township the right to lay and maintain a cast iron sewer pipe under the tracks and right of way of the company at a point on line of Church Lane.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Township of Upper Darby, Delaware County, by petition in writing, for the approval of a certain written contract, dated the 23rd day of April, 1914, between the said township and the Philadelphia and Baltimore Central Railroad Company, and the Philadelphia, Baltimore and Washington Railroad Company, Agent of the Philadelphia and Baltimore Central Railroad Company, granting to the township the right to lay and maintain a cast iron sewer pipe under the tracks and right of way of the company, at a point on line of Church Lane, 70 feet southwest of the centre of Fernwood Passenger Station.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 193—1914.

In the matter of the application of the Township of Upper Darby, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said township and the Philadelphia and Baltimore Central Railroad Company and the Philadelphia, Baltimore and Washington Railroad Company, Agent of the Philadelphia and Baltimore Central Railroad Company, granting to the township the right to lay and maintain a cast iron sewer pipe under the tracks and right of way of the company, at a point on line of Third Street.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Township of Upper Darby, Delaware County, by petition in writing, for the approval of a certain written contract, dated the 23rd day of April, 1914, between the said township and the Philadelphia and Baltimore Central Railroad Company, and the Philadelphia, Baltimore and Washington Railroad Company, Agent of the Philadelphia and Baltimore Central Railroad Company, granting to the township the right to lay and maintain a cast iron sewer pipe under the tracks and right of way of the company, at a point on line of Third Street, 790.6 feet southwest of the centre of Fernwood Passenger Station.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 194—1914.

In the matter of the application of the Township of Upper Darby, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said township and the Philadelphia and Baltimore Central Railroad Company and the Philadelphia, Baltimore and Washington Railroad Company, Agent of the Philadelphia and Baltimore Central Railroad Company, granting to the township the right to lay and maintain a cast iron sewer pipe under the tracks and right of way of the company at a point on line of Second Street.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Township of Upper Darby, Delaware County, by petition in writing, for the approval of a certain written contract, dated the 23rd day of April, 1914, between the said township and the Philadelphia and Baltimore Central Railroad Company, and the Philadelphia, Baltimore and Washington Railroad Company, Agent of the Philadelphia and Baltimore Central Railroad Company, granting to the township the right to lay and maintain a cast iron sewer pipe under the tracks and right of way of the company, at a point on line of Second Street 542.2 feet southwest of the centre of Fernwood Passenger Station.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 195—1914.

In the matter of the application of the Township of Upper Darby, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said township and the Philadelphia and Baltimore Central Railroad Company and the Philadelphia, Baltimore and Washington Railroad Company, Agent of the Philadelphia and Baltimore Central Railroad Company, granting to the township the right to lay and maintain a cast iron sewer pipe under the tracks and right of way of the company at a point on line of Bonsall Street.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Township of Upper Darby, Delaware County, by petition in writing, for the approval of a certain written contract, dated the 23rd day of April, 1914, between the said township and the Philadelphia and Baltimore Central Railroad Company, and the Philadelphia, Baltimore and Washington Railroad Company, Agent of the Philadelphia and Baltimore Central Railroad Company, granting to the township the right to lay and maintain a cast iron sewer pipe under the tracks and right of way of the company, at a point on line of Bonsall Street, 295.2 feet southwest of the centre of Fernwood Passenger Station.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 196—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Glenfield, granting to the company the right to construct, maintain and operate an underground telephone system within the limits of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Central District Telephone Company, by petition in writing, for the approval of a certain written contract, as evidenced by an ordinance of the Borough of Glenfield, enacted the 5th day of June, 1914, and acceptance thereof, dated the 8th day of June, 1914, granting to the company the right to construct, maintain and operate an underground telephone system within the limits of the Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves said contract, as evidenced by said ordinance enacted the 5th day of June, 1914, and acceptance thereof, dated the 8th day of June, 1914, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 197—1914.

In the matter of the application of Wernersville Electric Light, Heat and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Wernersville for lighting the streets of the Borough for a period of three years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Wernersville Electric Light, Heat and Power Company, by petition in writing for the approval of a certain written contract, dated the 1st day of June, 1914, between the Wernersville Electric Light, Heat and Power Company and the Borough of Wernersville, for lighting the streets of the borough for a period of three years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 198—1914.

In the matter of the application of the Lancaster Gas Light and Fuel Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the City of Lancaster, for lighting the streets of the City for a period of one year.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Lancaster Gas Light and Fuel Company, by petition in writing for the approval of a certain written contract, dated the 17th day of June, 1914, between the Lancaster Gas Light and Fuel Company, and the City of Lancaster, for lighting the streets of the City for a period of one year.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 199—1914.

In the matter of the application of Hanover and McSherrystown Street Railway Company and the Borough of New Oxford, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and borough, granting to said company the right to construct, operate and maintain a line of street railway upon certain streets in the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Hanover and McSherrystown Street Railway Company and the Borough of New Oxford, by petition in writing, for the approval of a



certain written contract as evidenced by an ordinance of the Borough of New Oxford, enacted the 25th day of June, 1914, and acceptance by said company under same date; granting to the company the right to construct, operate and maintain a line of street railway upon certain streets in the borough.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves said contract, as evidenced by said ordinance and acceptance, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 200—1914.

In the matter of the application of the Equitable Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the City of Pittsburgh, for furnishing natural gas to the City for use at the Tuberculosis Hospital of the City.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Equitable Gas Company, by petition in writing, dated the 29th day of June, 1914, for the approval of a certain written contract, dated the 4th day of June, 1914, between the Equitable Gas Company and the City of Pittsburgh, for furnishing natural gas to the City for use at the Tuberculosis Hospital of the City.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 201—1914.

In the matter of the application of the Eastern Pennsylvania Light, Heat and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Mechanicsville, granting to the company the right to construct, operate and maintain poles, wires, et cetera, on the streets of the Borough, for the purpose of furnishing light, heat and power by means of electricity.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Eastern Pennsylvania Light, Heat and Power Company, for the approval of a certain written contract, as evidenced by an ordinance of the Borough of Mechanicsville, enacted the 13th day of May, 1914, and acceptance thereof by said Company, dated the 25th day of June, 1914, granting to the said Company the right to construct, operate and maintain poles, wires, et cetera, on the streets of the Borough, for the purpose of supplying light, heat and power by means of electricity to the residents thereof.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of August, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 202—1914.

In the matter of a contract between the Duquesne Light Company and the Borough of Carrick for the lighting the streets of the Borough for a period of five years.

This contract contained a provision that "annual rates to follow those fixed by The Public Service Commission" as part of the stipulation required by Rule 36 of the Rules of Practice.

The Commission held that this addition of the stipulation modified and changed the force and effect of said stipulation and therefore failed to comply with the requirements and rule of the Commission. Approval of the contract was refused.

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### MUNICIPAL CONTRACT DOCKET NO. 203—1914.

In the matter of the application of Michael M. Nolt, under Section 11, and Section 2 (b), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Michael M. Nolt and the Borough of New Holland, granting to the company the right to construct, operate and maintain poles, wires, etc., on the streets of the Borough for the furnishing of light and power by electricity, and for the approval of the beginning the right to exercise above franchise.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Michael M. Nolt, by petition in writing, for the approval of a certain written contract, as evidenced by an ordinance of the Borough of New Holland, enacted the 6th day of July, 1914, between said Michael M. Nolt and said Borough of New Holland, granting to the company the right to construct, operate and maintain poles, wires, etc., on the streets of the Borough for the purpose of furnishing light and power by electricity, and for the approval of the beginning the right to exercise the above franchise.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves said contract, as evidenced by said ordinance, and also approves the beginning the right to exercise said franchise.

**MUNICIPAL CONTRACT DOCKET NO. 204—1914.**

In the matter of the application of the City of Pittsburgh, under Section 11, Article III, and Sections 18 and 19, Article V of The Public Service Company Law, for the approval of a contract between said City and the Pennsylvania Railroad Company, granting to the City the right to construct and maintain two 110 Volt electric wires across the right of way and property of the Company at a point in the First Ward in said City.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Pittsburgh, for the approval of a certain written contract, dated the 22nd day of May, 1914, between said City and the Pennsylvania Railroad Company, granting to the said City the right to construct and maintain two 110 Volt electric wires, along the right of way and tracks of the said Company, across Short Street, between First Avenue and Water Street, in said City.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 19th day of August, 1914, approves said contract, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 205—1914.**

In the matter of the application of Trotter Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Fairchance, for furnishing water to the Borough, at specified rates, at a meter located in the Township of Georges, Fayette County, for one year.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Trotter Water Company, by petition in writing, dated the 3rd day of July, 1914, for the approval of a certain written contract, dated the 20th day of June, 1914, by and between said company and the Borough of Fairchance, for furnishing water to the Borough, at specified rates, at a meter located in the Township of Georges, Fayette County, for the period of one year.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of August, 1914, approves said contract, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 206—1914.**

In the matter of the application of the Phoenix Water Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Collegeville, granting the company the right to erect, operate and maintain a pole line, on certain streets of the Borough, for the purpose of supplying electrical power to the Reading Transit and Light Company.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Phoenix Water Power Company, by petition in writing, dated the 29th day of June, 1914, for the approval of a contract between said



company and the Borough of Collegeville, as evidenced by an ordinance of said Borough, enacted the 25th day of May, 1914, and acceptance thereof, dated the 9th day of June, 1914, granting said company the right to erect, operate and maintain a pole line, on certain streets of the Borough, for the purpose of supplying electrical power to the Reading Transit and Light Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of August, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 207—1914.

In the matter of the application of Duquesne Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the City of McKeesport, granting to the company the right to erect and maintain a steel tower on the Monongahela Wharf, or First Street, said City, and to construct, and maintain transmission wires on said tower.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Duquesne Light Company, by petition in writing, dated the 8th day of July, 1914, for the approval of a certain written contract, dated the 30th day of June, 1914, by and between said company and the City of McKeesport, granting the company the right to erect and maintain a steel tower on Monongahela Wharf, or First Street, said city, and to construct, and maintain transmission wires on said tower.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of August, 1914, approves said contract, hereto attached, subject to the condition that the wires crossing the river shall be fifty feet above high water mark.

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### MUNICIPAL CONTRACT DOCKET NO. 208—1914.

In the matter of the application of the City of Pittsburgh, under Section 11, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said City and The Pennsylvania Railroad Company, granting to the city the right to construct and maintain an overhead bridge across the right of way and property of the company near Shadyside Station, said City.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Pittsburgh, by petition in writing, dated the 8th day of July, 1914, for the approval of a certain written contract, dated the 10th day of October, 1913, by and between said City and The Pennsylvania Railroad



Company, granting to the city the right to construct and maintain an overhead bridge across the right of way and property of the company, near Shadyside Station, in the 5th and 8th wards of said City.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of August, 1914, approves said contract, and grants permission for the construction of said bridge, in accordance with the terms and conditions of said contract, hereto attached.

### MUNICIPAL CONTRACT DOCKET NO. 209—1914.

In the matter of the application of Pittsburgh & Charleroi Street Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Charleroi, granting the company the right to use and occupy certain streets of the borough for the purposes of a siding for a freight or passenger station.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Pittsburgh and Charleroi Street Railway Company, by petition in writing, dated the 9th day of July, 1914, for the approval of a certain written contract, as evidenced by an ordinance of the Borough of Charleroi, enacted the 16th day of June, 1914, and acceptance thereof by said Company, dated the 2nd day of July, 1914, between said company and borough granting company the right to use and occupy certain streets of the borough for the purposes of a siding for a freight or passenger station.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of August, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

### MUNICIPAL CONTRACT DOCKET NO. 210—1914.

In the matter of the application of The West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Stockdale, for lighting the streets of the borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The West Penn Electric Company, by petition in writing for the approval of a certain written contract, dated the 12th day of June, 1914, between The West Penn Electric Company and the Borough of Stockdale, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of August, 1914, approves the said contract, hereto attached.

**MUNICIPAL CONTRACT DOCKET NO. 211—1914.**

In the matter of the application of The West Penn Lighting Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Claysville, granting to the Company the right to construct, operate and maintain poles, wires, et cetera, on the streets of the Borough, for the purpose of supplying light, heat and power by electricity.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The West Penn Lighting Company, by petition in writing, dated the 8th day of June, 1914, for the approval of a certain written contract, as evidenced by an ordinance of the Borough of Claysville, enacted the 8th day of June, 1914, and acceptance thereof by said Company, dated the 3rd day of July, 1914, between said Company and Borough: granting to the Company the right to construct, operate and maintain poles, wires, et cetera, on the streets of the Borough for the purpose of supplying light, heat and power by electricity to the residents of said Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of August, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 212—1914.**

In the matter of the application of The West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Derry, for lighting the streets of the Borough for a period of five years.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The West Penn Electric Company, by petition in writing, for the approval of a certain written contract, dated the 17th day of June, 1914, between The West Penn Electric Company and the Borough of Derry, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of August, 1914, approves the said contract, hereto attached.

**MUNICIPAL CONTRACT DOCKET NO. 213—1914.**

In the matter of the application of Borough of West Berwick, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Columbia and Montour Electric Company, for lighting the streets of the borough for a period of ten years.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Borough of West Berwick, by petition in writing for the approval of a certain written contract, dated the 15th day of June, 1914, between the Borough of West Berwick and the Columbia and Montour Electric Company, for lighting the streets of the borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of August, 1914, approves the said contract, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 214—1914.**

In the matter of the application of the Borough of Indiana, under Sections 5 and 11, Article III and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said borough and the Buffalo, Rochester and Pittsburgh Railway Company, granting the company the right to construct, operate and maintain a side track across certain streets in the Borough from its main line to the plant of the Indiana Macaroni Company.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Indiana, by petition in writing, dated the 14th day of July, 1914, for the approval of a contract between said borough and the Buffalo, Rochester and Pittsburgh Railway Company, dated the 8th day of June, 1914, granting the company the right to construct, operate and maintain a side track, at grade, across Glass Street, Twelfth Street and the alley lying parallel to and between Maple Street and Glass Street, said Borough, from its main line to the plant of the Indiana Macaroni Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of August, 1914, approves said petition and grants permission for the construction of said siding, at grade, in accordance with the plans on file in this office, and contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 215—1914.

In the matter of the application of United Electric Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of East Pennsboro for lighting the streets of the Village of Enola for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by United Electric Company, by petition in writing for the approval of a certain written contract, dated the 7th day of July, 1914, between the United Electric Company and the Township of East Pennsboro, for lighting the streets of the Village of Enola for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of August, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 216—1914.

In the matter of the application of the Borough of Wilmerding, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and The Pennsylvania Railroad Company, granting to the Borough the right to construct and maintain a cast iron drain pipe under the tracks and right of way of the Company, at a point near Bridge Street, said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Wilmerding, by petition in writing, dated the 16th day of July, 1914, for the approval of a certain written contract between said Borough and the Pennsylvania Railroad Company, dated the 2nd day of June, 1914, granting to the Borough the right to construct and maintain a cast iron drain pipe under the tracks and right of way of the Company, at a point near Bridge Street, said Borough.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of August, 1914, approves said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 217—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract between said company and the Borough of Dunlevy, granting the company the right to construct and maintain an overhead and underground telephone system within the limits of the Borough, and providing certain free telephone service.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 13th day of July, 1914, for the approval of a certain written con-



tract, as evidenced by an ordinance of the Borough of Dunlevy, enacted the 5th day of May, 1914, and acceptance thereof dated the 15th day of May, 1914, and supplementary agreement dated the 2nd day of June, 1914, between said company and borough, granting to the company the right to construct, operate and maintain an overhead and underground telephone system within the limits of the borough, and providing for certain free telephone service to the borough.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of August, 1914, approves said contract, as evidenced by said ordinance, acceptance and supplementary agreement thereto, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 218—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract between said company and the Borough of Rosslyn Farms, Allegheny County, granting the company the right to construct, operate and maintain an overhead and underground telephone system within the limits of the Borough, and providing certain free telephone service.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 13th day of July, 1914, for the approval of a contract between said company and the Borough of Rosslyn Farms, Allegheny County, as evidenced by an ordinance of said Borough, enacted the 12th day of May, 1914, and acceptance thereof, dated the 6th day of June, 1914, granting the company the right to construct, operate and maintain an overhead and underground telephone system within the limits of the Borough; and providing certain free telephone service to the Borough.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of August, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 219—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Homewood, granting to the company the right to construct, operate and maintain an overhead and underground telephone system within the limits of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 24th day of July, 1914, for the approval of a certain written

contract between said company and the Borough of Homewood, as evidenced by an ordinance of said borough, enacted the 18th day of June, 1914, and acceptance thereof, dated the 30th day of June, 1914, granting said company the right to construct, operate and maintain an overhead and underground telephone system within the limits of the borough.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of August, 1914, approves said contract, as evidenced by said ordinance and acceptance, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 220—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Bear Lake, granting the company the right to construct, operate and maintain an overhead and underground telephone system within the limits of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 24th day of July, 1914, for the approval of a certain written contract between said company and the Borough of Bear Lake, as evidenced by an ordinance of said borough, enacted the 8th day of June, 1914, and acceptance thereof, dated the 17th day of June, 1914, granting said company the right to construct, operate and maintain an overhead and underground telephone system within the limits of the borough.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of August, 1914, approves said contract, as evidenced by said ordinance and acceptance, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 221—1914.

In the matter of the application of the Williamstown Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Williamstown, granting to the Company the right to erect, operate and maintain a gas plant in the said Borough and occupy the streets of the Borough for said purpose.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Williamstown Gas Company, by petition in writing, dated the 28th day of July, 1914, for the approval of a certain written contract, as evidenced by an ordinance of the Borough of Williamstown, enacted the 3rd day of

June, 1914, and acceptance thereof by said company, dated the 24th day of June, 1914, between the said Williamstown Gas Company and the Borough of Williamstown, granting to the said Company the right to enter upon and occupy the streets of the aforesaid Borough, for the purpose of laying its mains, pipes, et cetera.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public and accordingly, hereby, on the 5th day of August, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 222-A—1914.

In the matter of the application of the Pennsylvania Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Wilkinsburg, for the furnishing of water to the said Borough for street sprinkling and flushing sewers for a period of ten years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Water Company, for the approval of a certain written contract, dated the 16th day of June, 1914, between said Company and the Borough of Wilkinsburg, for furnishing water for washing streets, flushing sewers, and for street sprinkling, for a period of ten years, at the rates specified in said contract.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 19th day of August, 1914, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 222-B—1914.

In the matter of the application of the Pennsylvania Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Wilkinsburg, for the furnishing of water to the said Borough for fire protection for a period of ten years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Water Company, for the approval of a certain written contract, dated the 16th day of June, 1914, between said Company and the Borough of Wilkinsburg, for furnishing water for fire protection for a period of ten years, to said Borough, at the rates and under the conditions as specified in said contract.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 19th day of August, 1914, approves said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 223—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Aspinwall, granting to the Company the right to construct, operate and maintain an underground telephone system within the limits of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 28th day of July, 1914, for the approval of a certain written contract, as evidenced by an ordinance of the Borough of Aspinwall, enacted the 12th day of June, 1914, and acceptance thereof of said Company, dated the 3rd day of July, 1914, between said Company and Borough; granting to the Company the right to construct, operate and maintain an underground telephone system within the limits of the Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of August, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 224—1914.

In the matter of the application of the Pennsylvania Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of East Pittsburgh, for the furnishing of water to the said Borough for fire protection, for a period of ten years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Water Company, for the approval of a certain written contract, dated the 18th day of July, 1914, between said Company and the Borough of East Pittsburgh, for furnishing water for fire protection for a period of ten years, upon the terms and at the rates specified in said contract.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of August, 1914, approves said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 225—1914.

In the matter of the application of the Pennsylvania Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between the said Company and the Borough of East Pittsburgh, for the furnishing of water to the said Borough for a period of ten years, for the purpose of washing streets and sewers, and street sprinkling.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Water Company, for the approval of a certain written contract dated the 18th day of July, 1914, between the said Com-



pany and the Borough of East Pittsburgh, for furnishing water for washing streets, flushing sewers, and for street sprinkling, for a period of ten years, at the rates specified in said contract.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of August, 1914, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 226—1914.

In the matter of the application of the Equitable Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Bridgeville, for furnishing gas for use in the Borough Building.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Equitable Gas Company, for the approval of a certain written contract, dated the 16th day of July, 1914, between the said Company and the Borough of Bridgeville, granting to the Company the right to furnish gas for use in the Borough Building, on Washington Street, in said Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of August, 1914, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 227—1914.

In the matter of the application of the Harrisburg Light, Heat and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of the The Public Service Company Law, for the approval of a contract between said Company and the Borough of Penbrook, for lighting the streets and highways of the said Borough for a period of five years.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Harrisburg Light, Heat & Power Company, by petition in writing for the approval of a certain written contract, dated the 22nd day of July, 1914, between the said Company and the Borough of Penbrook, for lighting the streets and highways of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of August, 1914, approves said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 228—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Port Carbon, Schuylkill County, granting to the Borough certain free telephone service.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Bell Telephone Company of Pennsylvania, for the approval of a certain written contract, dated the 17th day of July, 1914, between said Company and the Borough of Port Carbon, Schuylkill County, granting to the Borough certain free telephone service, to wit, one telephone in the office of the Burgess.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of August, 1914, approves said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 229—1914.

In the matter of the application of The Bell Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Palo Alto, Schuylkill County, granting to said Borough certain free telephone service.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, for the approval of a certain written contract, dated the 13th day of July, 1914, between said Company and the Borough of Palo Alto, Schuylkill County, granting to the said Borough certain free telephone service, to wit, one telephone in the fire house of the Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of August, 1914, approves said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 230—1914.

In the matter of the application of the Beacon Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the approval of a contract between the said Company and the Township of Lower Chichester, Delaware County, granting to the said Company the right to construct, operate and maintain along and across the highways of the Township, poles, wires, et cetera, for supplying light, heat and power by means of electricity to the residents of said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Beacon Light Company, for the approval of a certain written contract, as evidenced by an ordinance of the Township of Lower Chichester,

Delaware County, enacted the 28th day of July, 1914 and acceptance thereof by the said Beacon Light Company, dated the 29th day of July, 1914, granting to the said Company the right to construct, erect, maintain and operate in and along the highways of the said Township, poles, wires, conduits, et cetera, for supplying light, heat and power by means of electricity to the residents of the said Township.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of August, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 231—1914.

In the matter of the application of the Beacon Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Lower Chichester, Delaware County, for lighting the streets of the township for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Beacon Light Company, by petition in writing for the approval of a certain written contract, dated the 28th day of July, 1914, between the said Company and the Township of Lower Chichester, Delaware County, for lighting the streets and highways of the Township for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 19th day of August, 1914, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 232—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Latrobe, granting to the Borough certain free telephone service.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing for the approval of a certain written contract, dated the 27th day of July, 1914, between the said Company and the Borough of Latrobe, granting to the Borough certain free telephone service.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation convenience or safety of the public, and accordingly hereby on the third day of September, 1914, approves said contract, hereto attached.



MUNICIPAL CONTRACT DOCKET NO. 233—1914.

In the matter of the approval of a contract between Shamokin & Mount Carmel Transit Company and the Borough of Ashland, granting the Company the right to erect, maintain and operate a line of street railway on certain streets of the Borough.

This ordinance contract contained provisions fixing the rates of fare to be charged by the Company in the Borough and also beyond the Borough limits. The Commission held that this provision is in direct violation of Section 8, Article III, of The Public Service Company Law, and approval was therefore refused.

MUNICIPAL CONTRACT DOCKET NO. 234—1914.

In the matter of the application of Monongahela Southern Traction Company, under Section 11, Article III, and Secetions 18 and 19, Article V, of The Public Service Company Law, for the approval of the ordinance contract of the Borough of Centreville, granting the Company the right to construct, operate and maintain its line of railway upon certain streets of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Monongahela Southern Traction Company, by petition in writing, dated October 14th, 1914, for the approval of a certain written contract, between said company and the Borough of Centreville, as evidenced by an ordinance of said borough, enacted the 23rd day of September, 1914, granting said Company the right to construct, operate and maintain its line of railway upon certain streets of the borough; and acceptance thereof, dated the 12th day of October, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said contract, as evidenced by said ordinance, and acceptance thereof, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 235—1914.

In the matter of the application of Monongahela Southern Traction Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract between the Township of East Pike Run, Washington County, and Charles H. Storey, granting said Charles H. Storey the right to construct, maintain and operate a street railway on certain highways of said Township.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Monongahela Southern Traction Company, by petition in writing, for the approval of a certain written contract between the Township of



East Pike Run, Washington County, and Charles H. Storey, his associates, successors and assigns, as evidenced by a resolution of said Township, dated the 8th day of September, 1913, and acceptance thereof by Charles H. Storey, dated the 29th day of October, 1913, and assignment dated the 8th day of August, 1914, by Charles H. Storey to the Monongahela Southern Traction Company, and Resolution of said Township, dated the 13th day of October, 1914, granting to the said Charles H. Storey the right to construct, maintain and operate a street railway on certain highways of said township.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 236—1914.

In the matter of the application of Monongahela Southern Traction Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract between the Borough of California and Charles H. Storey, granting said Charles H. Storey, the right to construct and operate a single track electric railway in the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Monongahela Southern Traction Company, by petition in writing, dated the 13th day of August, 1914, for the approval of a certain written contract between the Borough of California and Charles H. Storey, his associates, successors and assigns, as evidenced by an ordinance of said Borough, enacted the 17th day of September, 1913, and acceptance thereof, dated the 16th day of October, 1913, assignment dated the 8th day of August, 1914, by said Charles H. Storey to the Monongahela Southern Traction Company, and Resolution of the Borough of California, dated the 8th day of September, 1914, granting to said Charles H. Storey the right to construct and operate a single track electric railway on the streets of the Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 237—1914.

In the matter of the application of Monongahela Southern Traction Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract between the Township of East Bethlehem, Washington County, and E. C. McCullough, granting said E. C. McCullough the right to construct and operate a line of street railway on the highways of the Township.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Monongahela Southern Traction Company, by petition in writing, for the approval of a certain written contract between the Township of

East Bethlehem and E. C. McCullough, his associates, successors and assigns, as evidenced by a Resolution of said Township, dated the 24th day of October, 1913, and acceptance thereof dated the 24th day of October, 1913, and assignment dated the 11th day of August, 1914, by said E. C. McCullough, to the Monongahela Southern Traction Company, and Resolution of said Township, dated the 7th day of October, 1914, granting to the said E. C. McCullough the right to construct, and operate a line of street railway on the highways of the Township.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 238—1914.

In the matter of the application of Monongahela Southern Traction Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract between said Company and the Township of West Pike Run, granting the Company the right to construct, operate and maintain its line of railway upon certain roads of the township.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Monongahela Southern Traction Company, by petition in writing, dated October 16, 1914, for the approval of a certain written contract between said Company and the Township of West Pike Run, as evidenced by an ordinance of said Township, enacted the 26th day of September, 1914, and acceptance thereof dated the 12th day of October, 1914, granting the Company the right to construct, operate and maintain its line of railway upon certain roads of the Township.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said contract, as evidenced by said ordinance, and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 239—1914.

In the matter of the application of Monongahela Southern Traction Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance granting to Charles H. Storey and his assigns the right to enter upon and occupy the streets of the Borough of West Brownsville, for the purpose of constructing and operating a single track electric railway.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Monongahela Southern Traction Company, by petition in writing, dated the 13th day of August, 1914, for the approval of an ordinance of the

Borough of West Brownsville, enacted the 31st day of December, 1913, and acceptance thereof, dated December 31st, 1913, granting to Charles H. Storey and his assigns, the right to enter upon and occupy certain streets in the Borough of West Brownsville, for the purpose of constructing, maintaining and operating an electric railway, which said ordinance was assigned to the Monongahela Southern Traction Company by the said Charles H. Storey, by assignment, dated the 8th day of August, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of said petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the second day of September, 1914, approves said contract, as evidenced by said ordinance and acceptance and assignment thereof attached.

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### MUNICIPAL CONTRACT DOCKET NO. 240—1914.

<p>In the matter of the application of West Penn Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of New Salem, granting to said Company the right to construct, maintain and operate an electric lighting system in said Borough.</p>	}	<p><b>CERTIFICATE OF PUBLIC CONVENIENCE.</b></p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by West Penn Light and Power Company, by petition in writing, dated the 20th day of July, 1914, for the approval of a certain written contract between said Company and the Borough of New Salem, as evidenced by an ordinance of said Borough, enacted the 7th day of July, 1914, and acceptance thereof dated the 20th day of July, 1914, granting said Company the right to construct, maintain and operate an electric lighting system in said Borough, and providing certain free service.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the second day of September, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 241—1914.

<p>In the matter of the application of West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Monongahela, granting said Company the right to extend its high tension wires along certain streets in the City.</p>	}	<p><b>CERTIFICATE OF PUBLIC CONVENIENCE.</b></p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by West Penn Electric Company, by petition in writing, dated the 1st day of August, 1914, for the approval of a certain written



contract, as evidenced by an ordinance of Monongahela City, amending Section 11 of an ordinance approved May 27, 1911, enacted May 4th, 1914, limiting the streets upon which said Company shall maintain and operate its line of high tension wires.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the third day of September, 1914, approves said contract, as evidenced by said ordinance, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 242—1914.

In the matter of the application of The Manufacturers' Light and Heat Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Wampum, granting said Company the right to enter upon the streets, lanes, alleys and public grounds of said Borough for the purpose of constructing, operating and maintaining its gas system in said borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Manufacturers' Light and Heat Company, by petition in writing, dated August 8th, 1914, for the approval of a certain written contract between said Company and the Borough of Wampum, as evidenced by an ordinance of said Borough enacted the sixth day of July, 1914, and acceptance thereof dated July 23, 1914, granting to said Company the right to construct, operate and maintain a system for supplying gas on the streets, lanes, alleys and public grounds, of said Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of said petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the second day of September, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 243—1914.

In the matter of the application of The Manufacturers' Light and Heat Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Homewood, granting said Company the right to enter upon the streets, lanes, alleys and public grounds of said Borough, for the purpose of constructing, operating and maintaining its gas system in said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Manufacturers' Light and Heat Company, by petition in writing, dated August 8th, 1914, for the approval of a certain written contract between said Company and the Borough of Homewood as evidenced by an ordinance



of said Borough, enacted the first day of August, 1914, and acceptance thereof dated August 3rd, 1914, granting to said Company the right to construct, operate and maintain a system for supplying gas on the streets, lanes, alleys and public grounds, of said Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of said petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the second day of September, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 244—1914.

In the matter of the application of Pittsburgh and Charleroi Street Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Speers, granting said Company certain rights in said Borough.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pittsburgh and Charleroi Street Railway Company, by petition in writing, dated the 7th day of August, 1914, for the approval of a certain written contract between said Company and the Borough of Speers, dated the 13th day of July, 1914, granting said Company certain rights in said Borough for the operation of its line of railway on a street forming part of State Highway Routes Nos. 247 and 268.

The Commission now, after investigation and hearing, finds and determines that the granting of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the second day of September, 1914, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 245—1914.

In the matter of the application of The South Heights Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of South Heights, granting said Company the right to erect poles and wires in the streets of the Borough for the purpose of furnishing light to said borough.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The South Heights Light Company, by petition in writing, dated the tenth day of August, 1914, for the approval of a certain written contract between said company and the Borough of South Heights as evidenced by an ordinance of said Borough enacted the twenty-ninth day of June, 1914, and acceptance thereof dated the sixteenth day of July, 1914, granting to said Company

the right and privilege of constructing, operating and maintaining, poles, wires and other devices, within said Borough for the purpose of furnishing light, etc., to said Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the second day of September, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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MUNICIPAL CONTRACT DOCKET NO. 246—1914.

In the Matter of the application of The Duquesne Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Clairton, for lighting the streets of the Borough for a period of five years.	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Duquesne Light Company, by petition in writing for the approval of a certain written contract, dated the 27th day of July, 1914, between the Duquesne Light Company and the Borough of Clairton, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the second day of September, 1914, approves the said contract, hereto attached.

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MUNICIPAL CONTRACT DOCKET NO. 247—1914.

In the matter of the application of Homer City Electric Company, under Section 2 (b), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the beginning of the exercise of its corporate rights and privileges under an ordinance of the Borough of Homer City.	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Homer City Electric Company, by petition in writing, for the approval of the beginning of the exercise of its corporate rights and privileges, under an ordinance of the Borough of Homer City, enacted the 10th day of July, 1914, and acceptance thereof dated the 1st day of August, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the second day of September, 1914, approves the beginning of the exercise of said rights and privileges, under said ordinance and acceptance thereof.

## MUNICIPAL CONTRACT DOCKET NO. 248—1914.

In the matter of the application of Columbia and Montour Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Nescopeck, for lighting the streets of the Borough for a period of ten years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Columbia and Montour Electric Company, by petition in writing for the approval of a certain written contract, dated the 27th day of July, 1914, between the Columbia and Montour Electric Company, and the Borough of Nescopeck, for lighting the streets of the Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the second day of September, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 249—1914.

In the matter of the application of Duquesne Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Saint Clair, for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Duquesne Light Company, by petition in writing for the approval of a certain written contract, dated the first day of July 1914, between the Duquesne Light Company and the Borough of Saint Clair, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the second day of September, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 250—1914.

In the matter of the application of Eastern Pennsylvania Light, Heat and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Mechanicsville, for lighting the streets of the Borough for a period of ten years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Eastern Pennsylvania Light, Heat and Power Company, by petition in writing for the approval of a certain written contract, dated the tenth



day of July, 1914, between the Eastern Pennsylvania Light, Heat & Power Company and the Borough of Mechanicsville, for lighting the streets of the Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the second day of September, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 251—1914.

In the matter of the application of Penn Public Service Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of South Phillipsburg, for lighting the streets of the Borough for a period of ten years.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Penn Public Service Company, by petition in writing for the approval of a certain written contract, dated the tenth day of November, 1913, between the Penn Public Service Company and the Borough of South Phillipsburg, for lighting the streets of the Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the second day of September, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 252—1914.

In the matter of the application of Penn Public Service Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Chester Hill, for the lighting the streets of the Borough for a period of ten years.	}	CERTIFICATE OF PUBLIC CONVENIENCE
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Penn Public Service Company, by petition in writing for the approval of a certain written contract, dated the sixth day of December, 1913, between the Penn Public Service Company and the Borough of Chester Hill, for lighting the streets of the Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the second day of September, 1914, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 253—1914.

In the matter of the application of Penn Public Service Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Indiana, for lighting the streets of the Borough for a period of four years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Penn Public Service Company, by petition in writing for the approval of a certain written contract, dated the first day of June, 1914, between the Penn Public Service Company and the Borough of Indiana for lighting the streets of the Borough for a period of four years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the second day of September, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 254—1914.

In the matter of the application of City of Lancaster, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract between said City and the Edison Electric Company, granting said Company the right to construct, maintain and operate an underground conduit system on the streets of said City for the purpose of the transmission and distribution of electric energy.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by City of Lancaster, by petition in writing, dated the 19th day of August, 1914, for the approval of a contract between said City and the Edison Electric Company, as evidenced by an ordinance of said City, enacted the 5th day of August, 1914, granting said Company the right to construct, maintain and operate an underground conduit system on the streets of said City, for the purpose of the transmission and distribution of electric energy and directing the construction of such system upon certain streets mentioned in section one of the ordinance.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public and accordingly, hereby, on the third day of September, 1914 approves said contract, as evidenced by said ordinance, hereto attached.

**MUNICIPAL CONTRACT DOCKET NO. 255—1914.**

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Highspire, granting said Company the right to construct an overhead and underground telephone system in the streets of the Borough.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 21st day of August, 1914, for the approval of a certain written contract between said Company and the Borough of Highspire, as evidenced by an Ordinance of said Borough, enacted the 7th day of August, 1914, and acceptance thereof, dated the 13th day of August, 1914, granting said Company the right to construct an overhead and underground telephone system in the streets of said Borough.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the second day of September, 1914, approves said contract, as evidenced by said Ordinance and acceptance thereof, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 256—1914.**

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Turtle Creek, granting said Company the right to construct and maintain an overhead and underground telephone system in the streets of said Borough.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Central District Telephone Company, by petition in writing, dated the 21st day of August, 1914, for the approval of a certain written contract between said Company and the Borough of Turtle Creek, as evidenced by an ordinance of said Borough, enacted the 20th day of July, 1914, and acceptance thereof, dated the 10th day of August, 1914, granting said Company the right to construct and maintain an overhead and underground telephone system in the streets of said Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the second day of September, 1914, approves said contract, as evidenced by said Ordinance and acceptance thereof, hereto attached.

**MUNICIPAL CONTRACT DOCKET NO. 257—1914.**

In the matter of the approval of an ordinance contract between the Avoca Borough Electric Light Company and the Borough of Avoca, granting the Company a franchise for supplying light, heat and power by means of electricity in the Borough.

The Scranton Light Company filed a protest against the approval of this contract, alleging that it now operates in said Borough, has an adequate equipment and facilities, and furnishes service at reasonable rates to supply all demands; that there is no public necessity for another electric Light Company. The Commission held that under the testimony the approval of the contract was not necessary for the service of the public, and was therefore refused.

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**MUNICIPAL CONTRACT DOCKET NO. 258—1914.**

In the matter of the approval of an ordinance contract between the Avoca Borough Electric Light Company and the Borough of Avoca, granting the company the right to light the streets of the borough for a period of five years.

The Scranton Light Company filed a protest against the approval of this contract, alleging that it now operates in said borough, has an adequate equipment and facilities, and furnishes service at reasonable rates to supply all demands; that there is no public necessity for another electric light company. The Commission held that under the testimony the approval of the contract was not necessary for the service of the public, and was therefore refused.

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**MUNICIPAL CONTRACT DOCKET NO. 259—1914.**

In the matter of the application of Butler and Grove City Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance of the Borough of Grove City, granting to T. H. Greer, his lessees, successors and assigns the right to build, maintain and operate a street passenger railway on certain streets of said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Butler and Grove City Railway Company, by petition in writing, dated the 7th day of August, 1914, for the approval of a contract, as evidenced by an Ordinance of the Borough of Grove City, enacted the 5th day of June, 1914, granting to T. H. Greer, his lessees, successors and assigns, the right to build, maintain and operate a street passenger railway on certain streets in the Borough of Grove City, said T. H. Greer having, on the 13th day of July, 1914, assigned all his right, title and interest in and to said ordinance unto the Butler and Grove City Railway Company, said assignment being accepted by said Company on the 14th day of July, 1914, said assignment and acceptance being accepted and approved by said Borough, by Resolution dated the 17th day of July, 1914.

The Commission now, after investigation and hearing, finds and determines



that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the third day of September, 1914, approves said contract, as evidenced by said Ordinance, assignment, acceptances and approval, hereto attached.

### MUNICIPAL CONTRACT DOCKET NO. 260—1914.

In the matter of the application of Borough of Edgewood, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Pennsylvania Railroad Company, granting the Borough the right to construct a cast iron sewer pipe across and under the right of way of said Company, at a point opposite Walnut Street, in said Borough.

#### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Borough of Edgewood, by petition in writing, dated the 11th day of August, 1914, for the approval of a certain written contract, dated the 15th day of June, 1914, between said Borough and the Pennsylvania Railroad Company, granting the Borough the right to construct a cast iron sewer pipe across and under the right of way of said Company, at a point 5,042 feet north from mile post 345, west from Philadelphia, on the line of Walnut Street, on the Pittsburgh Division of said Company, in said Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the third day of September, 1914, approves said contract, hereto attached.

### MUNICIPAL CONTRACT DOCKET NO. 261—1914.

In the matter of the application of Borough of Ridgway, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Pennsylvania Railroad Company, authorizing the Borough to construct a sewer pipe under the right of way of said Company.

#### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Borough of Ridgway, by petition in writing, dated the 21st day of August, 1914, for the approval of a certain written contract, dated the 12th day of May, 1914, between said Borough and The Pennsylvania Railroad Company, authorizing the Borough to construct a sewer pipe 12 inches in diameter under the right of way of said Company.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the third day of September, 1914, approves said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 262—1914.

In the matter of the application of Prospect Rock Electric Light, Heat and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Laurel Run, for lighting the streets of the Borough for a period of five years. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Prospect Rock Electric Light, Heat & Power Company, by petition in writing for the approval of a certain written contract, dated the third day of August, 1914, between the Borough of Laurel Run and Prospect Rock Electric Light, Heat and Power Company, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the second day of September, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 263—1914.

In the matter of the application of the Westmoreland Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of South Greensburg, granting to the Company the right to furnish water to the Borough for fire protection for a period of ten years. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Westmoreland Water Company, by petition in writing for the approval of a certain written contract, dated the 4th day of August, 1914, between the said Company and the Borough of South Greensburg, granting to the Company the right to furnish water to the Borough for fire protection for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the sixteenth day of September, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 264—1914.

In the matter of the application of the Wyoming Valley Water Supply Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Hazleton, for furnishing water to the City at specified rates and for the purposes named. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Wyoming Valley Water Supply Company, by petition in writing for the approval of a certain written contract, dated the 27th day of

May, 1914, between the said Company and the City of Hazleton, granting the right to the Company to furnish water to the City at specified rates and for the purposes named in said contract.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the sixteenth day of September, 1914, approves the said contract hereto attached, for a term of twenty-two months.

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### MUNICIPAL CONTRACT DOCKET NO. 265—1914.

In the matter of the application of the Palmerton Lighting Company, under Section 11, Article III, and Sections 18 and 19, Article V. of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Palmerton, for lighting the streets of the Borough for a period of five years. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Palmerton Lighting Company, by petition in writing for the approval of a certain written contract, dated the third day of November, 1913, between the Palmerton Lighting Company and the Borough of Palmerton, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the sixteenth day of September, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 266—1914.

In the matter of the application of the Duquesne Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Dormont, for lighting the streets of the Borough for a period of three years. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Duquesne Light Company by petition in writing for the approval of a certain written contract, dated the 26th day of July, 1914, between the Duquesne Light Company, and the Borough of Dormont, for lighting the streets of the Borough for a period of three years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the sixteenth day of September, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 267—1914.

In the matter of the application of the Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Worthington, granting to the Company the right to construct, maintain and operate overhead or underground telephone system within the limits of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Central District Telephone Company, by petition in writing, dated the 1st day of September, 1914, for the approval of a certain written contract between said Company and the Borough of Worthington, as evidenced by an Ordinance of said Borough, enacted the 5th day of August, 1914, and acceptance thereof, dated the 17th day of August, 1914, granting to said Company the right to construct, maintain and operate an overhead or underground telephone system within the limits of the Borough.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said contract, as evidenced by said Ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 268—1914.

In the matter of the application of the Gas Company of Millersburg, Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Millersburg, granting to said Company the right to construct, maintain and operate pipes, mains, etc., on the streets of the Borough, for the purpose of supplying gas for light, heat and fuel to inhabitants of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Gas Company of Millersburg, Pennsylvania, by petition in writing, dated the 7th day of September, 1914, for the approval of a certain written contract between said Company and the Borough of Millersburg, as evidenced by an ordinance of the said borough, enacted the 21st day of July, 1914, and acceptance thereof dated 2nd day of September, 1914, granting to said company the right to construct, maintain and operate pipes, mains, etc., on the streets of the borough, for the purpose of supplying gas for light, heat and fuel to the inhabitants of the borough.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said contract, as evidenced by said Ordinance and acceptance thereof, hereto attached.



MUNICIPAL CONTRACT DOCKET NO. 269—1914.

<p>In the matter of the application of the Cumberland Valley Telephone Company, under Section 11, Article III, and Section 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Highspire, granting to the Company the right to construct, maintain and operate an overhead or underground telephone system within the limits of the Borough.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Cumberland Valley Telephone Company, by petition in writing, dated the 29th day of August, 1914, for the approval of a certain written contract, as evidenced by an ordinance of the Borough of Highspire, enacted the 5th day of June, 1914, and acceptance thereof, dated the 13th day of June, 1914, granting to said Company the right to construct an overhead or underground telephone system in the streets of said Borough.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 15th day of September, 1914, approves said contract, as evidenced by said Ordinance and acceptance thereof, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 270—1914.

<p>In the matter of the application of the Pennsylvania Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Swissvale, for furnishing water to the Borough for fire protection for a period of ten years.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Water Company, by petition in writing for the approval of a certain written contract, dated the 20th day of August, 1914, between said Company and the Borough of Swissvale, providing for the furnishing of water to the Borough for fire protection for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the eighth day of October, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 271—1914.

<p>In the matter of the application of the Pennsylvania Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Swissvale, for furnishing water to the Borough for street sprinkling and sewer flushing for a period of ten years.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Water Company, by petition in writing for the approval of a certain written contract, dated the 20th day of August, 1914,



between said Company and the Borough of Swissvale, providing for the furnishing of water to the Borough for street sprinkling and sewer flushing for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the eighth day of October, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 272—1914.

<p>In the matter of the application of the Pennsylvania Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Pitcairn, for furnishing water to the Borough for street sprinkling for a period of ten years.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Water Company, by petition in writing for the approval of a certain written contract, dated the 10th day of July, 1914 between said Company and the Borough of Pitcairn, providing for the furnishing of water to the Borough for street sprinkling for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the eighth day of October, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 273—1914.

<p>In the matter of the application of Allegheny Heating Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Pittsburgh, providing for the furnishing of gas for use at the Asphalt Plant of the said City.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Allegheny Heating Company, by petition in writing, dated September 2nd, 1914, for the approval of a certain written contract between said Company and the City of Pittsburgh, dated August 20th, 1914, for the furnishing of gas for use at the Asphalt Plant of said City on South Avenue, N. S. Pittsburgh, Pennsylvania.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said contract, hereto attached

## MUNICIPAL CONTRACT DOCKET NO. 274—1914.

In the matter of the application of Federal Street and Pleasant Valley Passenger Railway Company, United Traction Company of Pittsburgh and the Pittsburgh Railways Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract with the City of Pittsburgh, relative to the removal of a spur or switch north of the north track of the said Companies on Smithfield Street, between Fifth Avenue and Oliver Avenue in the said City.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Federal Street and Pleasant Valley Passenger Railway Company, United Traction Company of Pittsburgh and the Pittsburgh Railways Company, by petition in writing, dated September 9th, 1914, for the approval of a certain written contract between said Companies and the City of Pittsburgh, dated September 3rd, 1914, granting to said Companies the right to remove a spur or switch north of the north track on Smithfield Street between Fifth Avenue and Oliver Avenue in said City.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 275—1914.

In the matter of the application of Bucks County Interurban Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Morrisville, granting said Company the right to lay and operate additional tracks, switches, etc., on Trenton Avenue, in said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Bucks County Interurban Railway Company, by petition in writing, dated the 15th day of September, 1914, for the approval of a certain written contract between said Company and the Borough of Morrisville, as evidenced by an ordinance of said Borough, enacted the 24th day of July, 1914, and acceptance thereof, dated July 30, 1914, granting said Company the right to lay and operate additional tracks, switches, etc., on Trenton Avenue, in said Borough.

The Commission now, after investigation and hearing, finds and determines that the granting of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said contract, as evidenced by said Ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 276—1914.

In the matter of the application of Lebanon Gas & Fuel Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Lebanon, for lighting the streets of the City for a period of three years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Lebanon Gas & Fuel Company, by petition in writing for the approval of a certain written contract, dated the 31st day of August, 1914, between the Lebanon Gas & Fuel Company and City of Lebanon, for lighting the streets of the City for a period of three years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 277—1914.

In the matter of the application of the Northumberland County Gas & Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Milton, for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Northumberland County Gas & Electric Company, by petition in writing for the approval of a certain written contract, dated the 29th day of December, 1913, between the Northumberland County Gas & Electric Company and Borough of Milton, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 278—1914.

In the matter of the application of Northumberland County Gas and Electric Company, under Section Interurban Railway Company, under Section 11, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Turbotville, granting said Company the right to construct, operate and maintain its poles, wires, etc., on the streets of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Northumberland County Gas and Electric Company, by petition in writing, dated September 29, 1914, for the approval of a certain written contract between said Company and the Borough of Turbotville, as evidenced by



an Ordinance of said Borough, enacted the 27th day of April, 1914, and acceptance thereof, dated the 17th of August, 1914, granting said Company the right to construct, operate and maintain its poles, wires, etc., on the streets of the Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said contract as evidenced by said Ordinance and acceptance thereof hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 279—1914.

In the matter of the application of the Northumberland County Gas & Electric Company, under Section 11, Article III, Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the borough of Turbotville for lighting the streets of the borough for a period of ten years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Northumberland County Gas & Electric Company by petition in writing for the approval of a certain written contract, dated the 27th day of April, 1914, between the Northumberland County Gas & Electric Company and the Borough of Turbotville for lighting the streets of the borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 7th day of October, 1914, approves the said contract hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 280—1914.

In the matter of the application of the Pennsylvania Railroad Company, under Sections 5 and 11, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the City of Hazleton, granting to said company permission to lay two additional sidings, etc., between Juniper Street and Cranberry Alley, and to construct, operate and maintain said siding at grade across Church Street, in said City.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Railroad Company, by petition in writing, dated the 30th day of September, 1914, for the approval of a certain written contract entered into between said company and the City of Hazleton, dated the 24th day of June, 1914, granting permission to the company to lay two additional sidings, change the location of one siding between Juniper Street and Cranberry Alley and to construct, operate and maintain said siding at grade across Church Street, said City.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves said contract hereto attached, and grants permission to construct and operate said sidings, at grade, in accordance with the plans and specifications filed with the petition and the terms of the contract.



## MUNICIPAL CONTRACT DOCKET NO. 282—1914.

In the matter of the application of Borough of Gallitzin, under Section 11, Article III, and Sections 18, and 19, Article V, of the Public Service Company Law, for the approval of a contract with the Summit Water Supply Company, providing for the furnishing of water to the said Borough of one year.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Gallitzin, by petition in writing, dated October, 2d, 1914, for the approval of a certain written contract between said Borough and the Summit Water Supply Company, dated July 27, 1914, providing for the furnishing of water to the said Borough for a period of one year:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 283—1914.

In the matter of the approval of a contract between The Bell Telephone Company of Pennsylvania and the City of Reading providing for changes and alterations in the service furnished by the company to the city and regulating the amount of service.

After hearing was held on this application and before determination by the Commission, the petitioner requested permission to withdraw the application, which permission was granted.

## MUNICIPAL CONTRACT DOCKET NO. 284—1914.

In the matter of the application of Borough of Millbourne under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between the Philadelphia and Baltimore Central Railroad Company and the Philadelphia, Baltimore and Washington Railroad Company, Agent of the Philadelphia and Baltimore Central Railroad Company, and the Borough of Millbourne, granting to said borough the right to construct, operate, and maintain one 10 inch cast-iron sewer pipe under the tracks of the said Railroad at a point 1232 feet west of Millbourne Mills Freight Station.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Millbourne, by petition in writing dated November 2, 1914, for the approval of certain written contract, dated February 18, 1914, between said Borough and the Philadelphia and Baltimore Central Railroad Company, and Philadelphia, Baltimore and Washington Railroad Company, Agent of the said Philadelphia and Baltimore Central Railroad Company, granting to said Borough of Millbourne the right to construct, operate and maintain one 10 inch cast-iron sewer pipe under the tracks of the said Railroad Companies, at a point 1,232 feet west of Millbourne Mills Freight Station:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 18th day of November, 1914, approves the said contract hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 285—1914.

In the matter of the application of the Canton Illuminating Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Canton for lighting the streets of the borough for a period of ten years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Canton Illuminating Company by petition in writing for the approval of a certain written contract, dated the 3rd day of July, 1914, between the Canton Illuminating Company and Borough of Canton for lighting the streets of the borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 21st day of October, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 286—1914.

In the matter of the application of Glenwood and Dravosburg Electric Street Railway Company, et al., under Section 11, Article III, and Sections 18, and 19, Article V, of The Public Service Company Law, for the approval of a contract between said companies and the Borough of West Homestead, providing that the railway companies will temporarily abandon and remove their tracks, etc., from a portion of Eighth Avenue, in the Borough, and cease to operate street cars over said portion for three years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth Pennsylvania, by Glenwood and Dravosburg Electric Street Railway Company, United Traction Company of Pittsburgh, and the Pittsburgh Railways Company, by petition in writing, dated the 21st day of September, 1914, for the approval of a certain written contract between said companies and the Borough of West Homestead, dated the 25th day of August, 1914, providing that the railway companies will temporarily abandon and remove their trucks, etc., from a portion of Eighth Avenue, in the Borough, and cease to operate street cars over said portion for three years:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said contract hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 287—1914.

In the matter of the application of the City of Pittsburgh, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said City and The Ohio Connecting Railway Company, supplementing an agreement made by the company, city and others under date of July 8, 1913, providing for an under grade crossing on line of Corliss Street, with respect to the construction of certain wing walls of the tunnel.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Pittsburgh, by petition in writing, dated the 14th

day of September, 1914, for the approval of a certain written contract, dated the 22d day of September, 1913, between said City and The Ohio Connecting Railway Company, supplementing an agreement made by the company, city and others under date of July 8, 1913, providing for an undergrade crossing on line of Corliss Street, with respect to the construction of certain wing walls of the tunnel, in said City.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 288—1914.

In the matter of the application of the Borough of New Freedom, under Section 11, Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the approval of a contract between the said Borough and The Northern Central Railway Company, granting the Borough the right to construct, operate and maintain five 2,300 volt electric wires over and across the tracks and right of way of the Company at the point of crossing of Main Street in the said Borough.

#### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of New Freedom, by petition in writing for the approval of a certain written contract, dated the fifth day of January, 1914, between the Borough of New Freedom and The Northern Central Railway Company, granting to the said Borough the right to construct, operate and maintain five 2,300 volt electric wires across the tracks and right of way of the said Company at the point of crossing of Main Street in said Borough.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 21st day of October, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 289—1914.

In the matter of the application of the Pittsburgh, McKeesport and Youghiogheny Railroad Company, under Section 11, Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the approval of a contract between said Company and the Borough of Homestead, providing for the paving of Elder Alley, in said Borough, between Amity and Ann Streets.

#### CERTIFICATE OF PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Pittsburgh, McKeesport and Youghiogheny Railroad Company, by petition in writing for the approval of a certain written contract, dated the 18th day of August, 1914, between The Pittsburgh, McKeesport and Youghiogheny Railroad Company and the Borough of Homestead, providing for the paving of Elder Alley in said Borough, between Amity and Ann Streets.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 21st day of October, 1914, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 290—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of New Castle, granting to the Company the right to use certain duct space in the conduit system of the City for a period of twenty-five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing dated the 18th day of September, 1914, for the approval of a certain written contract, dated the 13th day of July, 1914, between the said Company and the City of New Castle, granting to the Company the right to use certain duct space in the conduit system of the City for a period of twenty-five years.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public and accordingly hereby, on the 21st day of October, 1914, approves of the terms and conditions specified in said contract hereto attached. By the approval of the terms and conditions in said contract, the Commission does not express any opinion or judgment as to the rights of the Telephone Company to erect poles or run lines in the City in question, nor does it thereby give its approval of the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

## MUNICIPAL CONTRACT DOCKET NO. 291—1914.

In the matter of the application of the Borough of New Kensington and the Pennsylvania Railroad Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and said Railroad Company amending a former contract between the aforesaid company and Borough, dated the 14th day of May, 1913, with respect to the character of the highway bridge to be constructed across the tracks, etc., of the Railroad Company at Twelfth Street, said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of New Kensington and the Pennsylvania Railroad Company, by petition in writing filed the 24th day of September, 1914, for the approval of a certain written contract dated the 19th day of December, 1913, between said Borough and said Railroad Company, amending an agreement between the aforesaid parties, dated the 14th day of May, 1913, with respect to the width of the driveway of the overhead highway bridge to be constructed across the tracks, etc., of the said Railroad Company at Twelfth Street in the said Borough.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 21st day of October, 1914, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 292—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Aspinwall, granting to the Company the right to use ten poles owned by the Borough, and regulating the joint use thereof.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing for the approval of a certain written contract dated the 28th day of July, 1914, between The Central District Telephone Company and the Borough of Aspinwall, granting to the Company the right to use ten poles owned by the Borough and regulating the joint use thereof.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public and accordingly hereby, on the 21st day of October, 1914, approves of the terms and conditions specified in said contract hereto attached. By the approval of the terms and conditions in said contract, the Commission does not express any opinion or judgment as to the rights of the Telephone Company to erect poles or run lines in the Borough in question, nor does it thereby give its approval of the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

## MUNICIPAL CONTRACT DOCKET NO. 293—1914.

In the matter of the application of Edison Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Columbia for lighting the streets of the borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Edison Electric Company, by petition in writing for the approval of a certain written contract, dated the 22d day of September, 1914, between the Edison Electric Company and Borough of Columbia for lighting the streets of the borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 21st day of October, 1914, approves the said contract, hereto attached

## MUNICIPAL CONTRACT DOCKET NO. 294—1914.

In the matter of the application of Borough of West Chester, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and The Pennsylvania Railroad Company, granting the borough the right to construct, operate and maintain an eight inch cast-iron sewer pipe under the tracks and right of way of the company at a point on Walnut Street.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Borough of West Chester, by petition in writing, dated the 28th day of September, 1914, for the approval of a certain written contract, dated the 4th day of September, 1914, between said Borough and The Pennsylvania Railroad Company, granting the Borough the right to construct, operate and maintain an eight inch cast-iron sewer pipe under the tracks and right of way of the company, at a point on Walnut Street, 14½ feet East of the West curb line of said street, in said Borough:

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 295—1914.

In the matter of the application of Borough of West Chester, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and The Pennsylvania Railroad Company, granting to the borough the right to construct, operate and maintain one eight inch cast-iron sewer pipe under the tracks and right of way of the company at a point on Middle Alley.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Borough of West Chester, by petition in writing, dated the 28th day of September, 1914, for the approval of a certain written contract, dated the 4th day of September, 1914, between said Borough and The Pennsylvania Railroad Company, granting the Borough the right to construct, operate and maintain one eight inch cast-iron sewer pipe under the tracks and right of way of the company, at a point on Middle Alley, 253 feet northwest of passenger station in said borough:

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 296—1914.

In the matter of the application of Borough of West Chester under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and The Pennsylvania Railroad Company, granting to the Borough the right to construct, operate and maintain one ten inch cast-iron sewer pipe under the tracks and right of way of the company at a point on Market Street, 70 feet northwest of Passenger Station.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Borough of West Chester, by petition in writing, dated the 28th day of September, 1914, for the approval of a certain written contract, dated the 4th day of September, 1914, between said Borough and The Pennsylvania Railroad Company, granting the Borough the right to construct, operate and maintain one ten inch cast-iron sewer pipe under the tracks and right of way of the company, at a point on Market Street, 70 feet northwest of Passenger Station, in said Borough:

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 298—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Sharon, granting permission to the Company to install and maintain a storage tank for the storage of gasoline in a certain public alley of said Borough directly in rear of No. 8, South Dock Street.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing for the approval of a certain written contract as evidenced by a resolution of the Borough of Sharon, dated the 4th day of August, 1914, granting permission to the Central District Telephone Company to install and maintain in a certain public alley in said Borough, directly in rear of the Telephone Exchange Building of said Company, at No. 8 South Dock Street, a storage tank for the storage of gasoline.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 21st day of October, 1914, approves the said contract, as evidenced by said resolution, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 299—1914.

In the matter of the application of United Electric Light Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Wilmerding for lighting the streets of the borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by United Electric Light Company, by petition in writing for the approval of a certain written contract, dated the 16th day of September, 1914, between the United Electric Light Company and the Borough of Wilmerding for lighting the streets of the borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 21st day of October, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 300—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Etna, granting the company the use of ten poles owned by the Borough and regulating the joint use thereof.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 28th day of September, 1914, for the approval of a certain written contract between said company and the Borough of Etna, dated the 28th day of July, 1914, granting the company the use of ten poles owned by the Borough and regulating the joint use thereof:

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said contract, hereto attached. By the approval of the terms and conditions in said contract the Commission does not express any opinion or judgment as to the rights of the telephone company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.



## MUNICIPAL CONTRACT DOCKET NO. 301—1914.

In the matter of the application of Borough of Hanover under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the York Railways Company, providing for the removal of a portion of the tracks of the said Company, located on Abbottstown Street, in the said Borough, and the paving of said Street.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Hanover, by petition in writing dated the 6th day of October, 1914, for the approval of a certain written contract, dated the 1st day of October, 1914, between the said Borough and the York Railways Company, providing for the removal of the southeastern track of its line of double-track railway on Abbottstown Street in said Borough, from a point where said track is intersected by the northeastern line of Locust Street, to a point 1050 feet northwestwardly therefrom, as shown by red lines on the blueprint attached to said contract:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 21st day of October, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 303—1914.

In the Matter of the application of City of Philadelphia, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said city and the Philadelphia and Reading Railway Company, providing for the changing of the tracks of the railway company and for the opening of Tulip and Emerald Streets below the grade of said railway company's tracks.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Philadelphia, by petition in writing, dated the 4th day of September, 1914, for the approval of a certain written contract, dated the 7th day of October, 1914, providing for the changing of the tracks of the railway company and for the opening of Tulip and Emerald Streets below the grade of said railway Company's tracks:

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of October, 1914, approves said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 304—1914.

In the matter of the application of Pittsburgh and Charleroi Street Railway Company, under Section 11, Article III, and Sections 18 and 19 Article V, of the Public Service Company Law, for the approval of an ordinance contract with the Borough of New Eagle, granting to said Company the right to enter upon and occupy portions of certain streets in the Borough for the purpose of constructing and operating a street railway.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pittsburgh and Charleroi Street Railway Company, by

petition in writing dated the 30th day of September, 1914, for the approval of a certain written contract between said Company and the Borough of New Eagle, as evidenced by an ordinance of said Borough, enacted the 28th day of August, 1914, and acceptance thereof dated the 31st day of September, 1914, granting said company the right to enter upon and occupy portions of certain streets in the Borough for the purpose of constructing and operating a street railway:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of November, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 305—1914.

In the matter of the application of Johnstown Traction Company, under Section 11, Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the approval of an ordinance contract with the Borough of Oakhurst, granting to the company the right to construct, maintain, and operate a line of street railway on certain streets of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Johnstown Traction Company, by petition in writing, dated the 2d day of October, 1914, for the approval of a certain written contract between said company and the Borough of Oakhurst, as evidenced by an ordinance of said borough, enacted the 5th day of May, 1914, and acceptance thereof, dated the 1st day of June, 1914, granting to the company the right to construct, maintain and operate a line of street railway on certain streets of the Borough:

The Commission, now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of November, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 306—1914.

In the matter of the application of Borough of DuBois under Section II, Article III, and Section 18 and 19, Article V, of the Public Service Company Law, for the approval of a contract between said Borough and the Buffalo, Rochester and Pittsburgh Railway Company, granting to the said Company the right to construct, maintain and operate a siding at grade across Williams Street in the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of DuBois, by petition in writing, dated July 20, 1914, for the approval of a certain written contract dated July 20, 1914, between the said Borough and the Buffalo, Rochester and Pittsburgh Railway Company, grant-

ing the right to the Company to construct, maintain and operate a siding at grade across Williams Street in the Borough:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 6th day of November, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 307—1914.

In the matter of the application of Duquesne Light Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Edgewood, for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Duquesne Light Company, by petition in writing for the approval of a certain written contract, dated the 10th day of September, 1914, between the Duquesne Light Company and the Borough of Edgewood, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of November, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 308—1914.

In the matter of the application of Nokomis Water Company under Section 11, Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the approval of a contract with the Borough of Factoryville, providing for the furnishing of water for fire protection to the said Borough for a period of ten years and keeping in repair the fire plugs.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Nokomis Water Company, by petition in writing dated the 22d day of October, 1914, for the approval of a certain written contract, dated October 7, 1914, between the said Company and the Borough of Factoryville, providing for the furnishing of water for fire protection to the Borough for a period of ten years, and keeping in repair the fire plugs.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 4th of November, 1914, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 309—1914.

In the matter of the application of Duquesne Light Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Swissvale for lighting the streets of the Borough for a period of three years. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Duquesne Light Company, by petition in writing for the approval of a certain written contract, dated the 22d day of September, 1914, between the Duquesne Light Company and Borough of Swissvale for lighting the streets of the Borough for a period of three years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 4th day of November, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 310—1914.

In the matter of the application of Excelsior Electric Light, Power and Gas Company and Borough of Souderton, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract between said company and Borough, granting said company the right to furnish electrical energy to said borough for a period of seven years. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Excelsior Electric Light, Power and Gas Company and the Borough of Souderton, by petition in writing dated the first day of September, 1914, for the approval of a certain written contract between said Company and Borough, as evidenced by an ordinance of said Borough enacted the second day of March, 1914, and acceptance thereof dated the third day of April, 1914, and agreement between the parties dated the twenty-fifth day of August, 1914, granting the said Company the right to furnish electrical energy to the Borough for a period of seven years:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of November, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, and agreement, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 311—1914.

In the matter of the application of Excelsior Electric Light, Power & Gas Company and the Borough of Sellersville, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the said Borough for lighting the streets of the borough for a period of two years. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Excelsior Electric Light, Power & Gas Company and the Borough of Sellersville, by petition in writing for the approval of a certain written



contract, dated the 17th day of October, 1914, between the Excelsior Electric Light, Power & Gas Company and the Borough of Sellersville for lighting the streets of the Borough for a period of two years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby on the 4th day of November, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 312—1914.

In the matter of the application of the said East End Electric Light, Heat & Power Company for the approval of an ordinance contract between said company and the Borough of East Washington, granting the company a franchise in the borough for furnishing light, heat and power by means of electricity.

A protest against the approval of this contract was filed by the West Penn Lighting Company, alleging that it is operating an electric lighting system in the borough, and that its facilities and service are adequate for all demands, and its rates just and reasonable; that another company in the borough is not necessary for the service, accommodation or convenience of the public.

The Commission held:

That the Public Service Company Law provides that approval of contracts between municipalities and public service companies "shall be given only if and when the Commission shall find or determine that the granting or approval of such application is necessary or proper for the service, accommodation, convenience or safety of the public." No evidence was adduced at the hearing tending to show that the service now rendered to the public in the said borough was inadequate, or that the rates being charged for such service were unjust, unreasonable, or otherwise improper, and there was positive evidence that both the service and rates were adequate, just and reasonable. Therefore, in conformity with the principles announced in former cases, the approval and Certificate of Public Convenience applied for are withheld.

This case has been appealed to the Superior Court.

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### MUNICIPAL CONTRACT DOCKET NO. 313—1914.

In the matter of the application of the Relief Electric Light, Heat & Power Company for the approval of an ordinance contract between said company and the Borough of Washington, granting the company a franchise in the borough for furnishing light, heat and power by means of electricity.

A protest against the approval of this contract was filed by the West Penn Lighting Company, alleging that it is operating an electric lighting system in the borough, and that its facilities and service are adequate for all demands, and its rates just and reasonable; that another company in the borough is not necessary for the service, accommodation or convenience of the public.

The Commission held:

That the Public Service Company Law provides that approval of contracts between municipalities and public service companies "shall be given only if and when the Commission shall find or determine that the granting or approval of

such application is necessary or proper for the service, accommodation, convenience or safety of the public. No evidence was adduced at the hearing tending to show that the service now rendered to the public in the said borough was inadequate, or that the rates being charged for such service were unjust, unreasonable, or otherwise improper, and there was positive evidence that both the service and rates were adequate, just and reasonable. Therefore, in conformity with the principles announced in former cases, the approval and Certificate of Public Convenience applied for are withheld.

This case has been appealed to the Superior Court.

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MUNICIPAL CONTRACT DOCKET NO. 314—1914.

<p>In the matter of the application of Lehigh Navigation Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the approval of an ordinance contract between said company and the Borough of Wind Gap, granting to the said company the right to erect, maintain and operate an electric transmission line or lines across and over Broadway Street in said borough.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Lehigh Navigation Electric Company by petition in writing, dated the 20th day of October, 1914, for the approval of a certain written contract between said company and the Borough of Wind Gap, as evidenced by an ordinance of said borough dated September 14, 1914, and acceptance thereof dated the 10th day of October, 1914, granting to the said company the right to erect, maintain and operate an electric transmission line or lines across and over Broadway Street in said borough.

The Commission now, after investigation and hearing, finds and determines as per Report and Order made and filed, that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 22d day of January, 1915, approves said contract, as evidences, by said ordinance and acceptance thereof, hereto attached, subject,, however, to the following conditions:

That the said Lehigh Navigation Electric Company shall not furnish service to or within the said Borough of Wind Gap.

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MUNICIPAL CONTRACT DOCKET NO. 315—1914.

<p>In the matter of the application of Northumberland County Gas and Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Northumberland, granting the company the right to erect, maintain and operate a transmission line on certain streets of the Borough.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Northumberland County Gas and Electric Company, by petition in writing, dated the 24th day of September, 1914, for the approval of a certain

written contract between said company and the Borough of Northumberland, as evidenced by an ordinance of said Borough, approved the 11th day of August, 1914, and acceptance thereof, granting the company the right to erect, maintain and operate a transmission line on certain streets of the Borough:

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of November, 1914, approves said contract, as evidenced by said ordinance and acceptance hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 316—1914.

In the matter of the application of Yough Hydro Electric Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Ohio Pyle for lighting the streets of the Borough for a period of ten years.	} CERTIFICATE OF PUBLIC CONVENIENCE
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Yough Hydro Electric Company, by petition in writing for the approval of a certain written contract, dated the 7th day of September, 1914, between the Yough Hydro Electric Company and the Borough of Ohio Pyle for lighting the streets of the Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 18th day of November, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 317—1914.

In the matter of the application of The West Penn Light & Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of New Alexandria, for lighting the streets of the Borough for a period of five years.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The West Penn Light & Power Company, by petition in writing for the approval of a certain written contract, dated the 4th day of September, 1914, between The West Penn Light and Power Company and the Borough of New Alexandria for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 18th day of November, 1914, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 318—1914.

In the matter of the application of Westmoreland Electric Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of South Greensburg for lighting the streets of the Borough for a period of ten years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Westmoreland Electric Company, by petition in writing for the approval of a certain written contract, dated the 10th day of September, 1914, between the Westmoreland Electric Company and the Borough of South Greensburg for lighting the streets of the borough, for a period of ten years.

The Commission now, after investigation, and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 18th day of November, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 319—1914.

In the matter of the application of United Electric Light Company, under Section 11, Article III, Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Wall for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the United Electric Light Company, by petition in writing for the approval of a certain written contract, dated the 5th day of October, 1914, between the United Electric Light Company and the Borough of Wall, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 18th day of November, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 320—1914.

In the matter of the application of Allenport and Roscoe Electric Street Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Elco, granting to the company the right to construct, maintain and operate a line of street railway on certain streets of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Allenport and Roscoe Electric Street Railway Company, by petition in writing, dated the 14th day of October, 1914, for the approval of a certain



written contract between said company and the Borough of Elco, as evidenced by an ordinance of said borough, enacted the 15th day of September, 1914, and acceptance thereof, dated the 10th day of October, 1914, granting to the company the right to construct, maintain and operate a line of street railway on certain streets of the Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3d day of December, 1914, approves said contract, as evidenced by said ordinance and acceptance hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 321—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Hulmeville, providing for the joint use of poles belonging to said Company and other companies in said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing; dated the 22d day of October, 1914, for the approval of a certain written contract, between said Company and the Borough of Hulmeville, as evidenced by an ordinance of said Borough, enacted the 5th day of October, 1914, granting said Company the right to use the poles of other companies having the right to maintain same within the limits of said Borough, and to permit other companies to use its poles, as more fully set forth in said Ordinance:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 18th day of November, 1914, approves said contract, as evidenced by said ordinance hereto attached. By the approval of the terms and conditions in said contract the Commission does not express any opinion or judgment as to the rights of the telephone company, or other companies involved, to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this state.

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### MUNICIPAL CONTRACT DOCKET NO. 322—1914.

In the matter of the application of The Delaware, Lackawanna and Western Railroad Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Old Forge, providing for the acceptance by the said railroad company and compliance with the terms and provisions of Section 5 of an ordinance of the Borough approved July 13, 1914, providing for the vacation of part of Sibley Road, etc.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Delaware, Lackawanna and Western Railroad Company, by petition in writing, dated the 6th day of October, 1914, for the approval of a certain written contract, dated the 29th day of July, 1914, between the said company

and the Borough of Old Forge, providing for the acceptance by the said Railroad Company and compliance with the terms and provisions of Section 5, of an ordinance of the said Borough, approved the 13th day of July, 1914, providing for the vacation of a portion of Sibley Road, the construction of a new street in said Borough and also the payment of the costs and damages by the said Company occasioned by the aforesaid improvement.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 17th day of November, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 323—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law for the approval of a contract between said Company and the Borough of Hatfield granting to said Company permission to make attachments to certain poles located on Broad Street in said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania by petition in writing dated the 13th day of October, 1914, for the approval of a certain written contract, dated the 7th day of October, 1914, between the said Company and the Borough of Hatfield, granting to said Company permission, (revocable upon notice as provided in said contract), to make attachments to certain poles located along a highway known as Broad Street, southwest from Main Street, said Borough, as more fully described in said contract and plan thereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 18th day of November, 1914, approves of the terms and conditions specified in said contract hereto attached. By the approval of the terms and conditions in said contract the Commission does not express any opinion or judgment as to the rights of the telephone company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### MUNICIPAL CONTRACT DOCKET NO. 324—1914.

In the matter of the application of Blue Mountain Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Wind Gap, granting said Company the right to construct, maintain and operate poles, wires, etc., in said Borough for telephone and telegraph purposes.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Blue Mountain Telephone & Telegraph Company, by petition in writing, dated the first day of October, 1914, for the approval of a certain written

contract between said Company and the Borough of Wind Gap, as evidenced by an ordinance of said Borough, enacted the 2d day of June, 1913, and acceptance thereof, dated the 27th day of June, 1913, and also by a supplementary ordinance enacted the 8th day of June, 1914, and acceptance thereof, dated the 30th day of June, 1914, granting said company the right to construct, maintain and operate poles, wires, etc., in said Borough for telephone and telegraph purposes:

The Commission now, after investigation and hearing, finds and determines as per its report and order, that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 8th day of January, 1915, approves said contract, as evidenced by said ordinances and acceptances thereof, hereto attached.

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### MUNICIPAL CONTRACT NO. 325—1914.

In the matter of the application of Blue Mountain Telephone & Telegraph Company, under Section II, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Pen Argyl, granting said Company the right to construct, maintain and operate poles, wires, etc., in the Borough for telephone and telegraph purposes.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to the Public Service Commission of the Commonwealth of Pennsylvania, by the Blue Mountain Telephone and Telegraph Company, by petition in writing, dated the first day of October, 1914, for the approval of a certain written contract between said Company and the Borough of Pen Argyl, as evidenced by an ordinance of said Borough, enacted the 15th day of July, 1913, and acceptance thereof, dated the 21st day of July, 1913, and also a supplementary ordinance, enacted the 6th day of July, 1914, and acceptance thereof, dated the 8th day of July, 1914, granting said Company the right to construct, maintain and operate poles, wires, etc., in the said Borough for telephone and telegraph purposes:

The Commission now, after investigation and hearing, finds and determines, as per its report and order, that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of January, 1915, approves said contract, as evidenced by said ordinances and acceptances thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 326—1914.

In the matter of the application of Blue Mountain Telephone & Telegraph Company, under Section II, Article III, Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of East Bangor, granting said Company the right to construct, maintain and operate poles wires, etc., in said Borough for telephone and telegraph purposes.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Blue Mountain Telephone and Telegraph Company, by petition in writing dated the 1st day of October, 1914, for the approval of a certain



written contract between said Company and the Borough of East Bangor, as evidenced by an ordinance of said Borough, enacted the 20th day of June, 1913, and Resolution amending said ordinance, enacted the 4th day of May, 1914, with acceptances of said ordinance and said resolution dated, respectively, the 27th day of June, 1913, and the 30th day of June, 1914, granting said Company the right to construct, maintain and operate poles, wires, etc., in said Borough for telephone and telegraph purposes:

The Commission now, after investigation and hearing, finds and determines, as per its report and order, that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of January, 1915, approves said contract, as evidenced by said ordinance and resolution and acceptances thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 327—1914.

In the matter of the application of Blue Mountain Telephone and Telegraph Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Roseto, granting said Company the right to construct, maintain and operate poles, wires etc., in the Borough for telephone and telegraph purposes. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to the Public Service Commission of the Commonwealth of Pennsylvania, by the Blue Mountain Telephone and Telegraph Company, by petition in writing dated the first day of October, 1914, for the approval of a certain written contract between said Company and the Borough of Roseto, as evidenced by an ordinance of said Borough, enacted the 17th day of July, 1913, and Resolution amending said ordinance, enacted the 5th day of May, 1914, with acceptances of said ordinance and said resolution dated, respectfully, the 21st day of July, 1913, and the 12th day of May, 1914, granting said Company the right to construct, maintain and operate poles, wires, etc., in said Borough for telephone and telegraph purposes:

The Commission now, after investigation and hearing, finds and determines, as per its reports and orders, that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 8th day of January, 1915, approves said contract, as evidenced by said ordinance and resolution and acceptances thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 328—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Shickshinny, granting the said Company the right to construct, operate and maintain certain overhead apparatus and underground appliances in the said Borough. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 27th day of October, 1914, for the approval of a certain written



contract between said Company and the Borough of Shickshinny, as evidenced by an ordinance of said Borough, enacted the 8th day of September, 1914, and acceptance thereof, dated the 22d day of October, 1914, granting said Company the right to construct, operate and maintain certain overhead apparatus and underground appliances in the said Borough, as specified in said ordinance:

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 18th day of November, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 329—1914.

In the matter of the application of Pittsburgh and Butler Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Butler, granting to the company the right to operate its cars over the viaduct and its approaches thereto, proposed to be constructed by the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to the Public Service Commission of the Commonwealth of Pennsylvania, by Pittsburgh and Butler Railway Company, by petition in writing, dated the 19th day of October, 1914, for the approval of a certain written contract between said company and the Borough of Butler, as evidenced by an ordinance of said Borough, enacted the 1st day of September, 1914, and acceptance thereof, dated the 8th day of September, 1914, and amendment to said ordinance, enacted the 1st day of December, 1914, granting to the company the right to operate its cars over the viaduct and its approaches thereto, proposed to be constructed by the Borough:

The Commission now, after investigation and hearings, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves said contract, as evidenced by said ordinance, acceptance and amendment, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 330—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Lansdowne, providing for the paving of the streets and highways of the borough when same are opened by the company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 9th day of November, 1914, for the approval of a certain written contract between said company and the Borough of Lansdowne, as evidenced by an

ordinance of said Borough, enacted the 15th day of October, 1914, and acceptance thereof dated the 24th day of October, 1914, amending the Third and Tenth Sections of Ordinance No. 98 of said Borough passed on the 6th day of December, 1901, providing for the paving of the streets and highways of the Borough when same are opened by the company:

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3d day of December, 1914, approves said contract, as evidenced by said ordinance and acceptance, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 331—1914.

In the matter of the application of Borough of Hollidaysburg, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and The Pennsylvania Railroad Company, granting to the Borough the right to construct one 12 inch terra cotta pipe through the property and right of way of the Railroad Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Borough of Hollidaysburg, by petition in writing dated the 6th day of November, 1914, for the approval of a certain written contract, dated the 14th day of September, 1914, between the said Borough and The Pennsylvania Railroad Company, granting to the said Borough the right to construct, lay and maintain one 12 inch terra cotta pipe through and under the property and right of way of the said Railroad Company at a point beginning in the centre of Grant Street, or at the point 4675 feet east from the centre of the Hollidayburg Passenger Station measured along the centre line of the Petersburg Branch of the Middle Division of the said Railroad and 128 feet northwest of and at right angles to said centre line and extending in a general northeasterly direction a distance of 525 feet, said pipe to connect with the 1½ foot by 2 foot egg-shaped sewer of said Railroad company in said borough.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 18th day of November, 1914, approves the said contract hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 332—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Tarentum, providing for the replacement and joint use of poles in said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 24th day of October, 1914, for the approval of a certain written contract,

dated the 10th day of August, 1914, between the said Company and the Borough of Tarentum, providing for the replacement and joint use of poles in the Borough as more fully described in said contract and plan attached:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 18th day of November, 1914, approves the said contract hereto attached. By the approval of the terms and conditions of said contract the Commission does not express any opinion or judgment as to the rights of the telephone company or the Borough to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### MUNICIPAL CONTRACT DOCKET NO. 333—1914.

In the matter of the application of Union City Electric Light Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Union City, for furnishing current to operate a motor direct-connected to a fire pump of said Borough, for five years, at certain specified rates.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by Union City Electric Light Company, by petition in writing, dated October 23, 1914, for the approval of a certain written contract, dated the 27th day of October, 1914, between the said Company and the Borough of Union City, providing for the furnishing by said Company to said Borough, for five years, of electric power and metered current to operate a motor direct-connected to a fire pump, at certain specified rates.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 18th day of November, 1914, approves the said contract hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 334—1914.

In the matter of the application of The New Castle Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of South New Castle, granting said Company the right to construct, operate and maintain its poles, wires, etc., on the streets, alleys, etc., of said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The New Castle Electric Company, by petition in writing dated October 21, 1914, for the approval of a certain written contract between said Company



and the Borough of South New Castle, as evidenced by an ordinance of said Borough enacted the 15th day of October, 1914, and acceptance thereof, granting said Company the right to construct, operate and maintain its poles, wires, etc., on the streets, alleys, etc., of the Borough:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1914, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 335—1914.

In the matter of the application of The New Castle Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of South New Castle for lighting the streets of the Borough for a period of ten years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The New Castle Electric Company, by petition in writing for the approval of a certain written contract, dated the 24th day of September, 1914, between The New Castle Electric Company and the Borough of South New Castle for lighting the streets of the Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 18th day of November, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 337—1914.

In the matter of the application of Chester County Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of West Grove, providing for the supply of electricity for light to the Borough for lighting the streets for a period of five years, with extensions of one year

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by Chester County Light and Power Company, by petition in writing, dated the 20th day of October, 1914, for the approval of a certain written contract between said company and the Borough of West Grove, as evidenced by an ordinance of said borough, enacted the 4th day of June, 1914, and resolution of said borough, passed the 2d day of September, 1914, and acceptance dated the 16th day of October, 1914, providing for the supply of electricity for light to the Borough for lighting the streets for a period of five years, with extensions of one year.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3d day of December, 1914, approves said contract, as evidenced by said ordinance, resolution and acceptance, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 338—1914.

In the matter of the application of Chester Valley Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Downingtown for lighting the streets of the Borough for a period of three years .

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by Chester Valley Electric Company, by petition in writing for the approval of a certain written contract, dated the 24th day of October, 1914, between the Chester Valley Electric Company and Borough of Downingtown for lighting the streets of the Borough for a period of three years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service accommodation, convenience or safety of the public, and accordingly, hereby on the 18th day of November, 1914, approves the said contract, hereto attached.

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## MUNICIPAL CONTRACT DOCKET NO. 339—1914.

In the matter of the application of Oakdale and McDonald Street Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract between said Company and the Borough of McDonald, granting said Company the right to construct, operate and maintain certain turn-outs on Lincoln Avenue, in the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Oakdale and McDonald Street Railway Company, by petition in writing dated October 29, 1914, for the approval of a certain written contract between said Company and the Borough of McDonald, as evidenced by an ordinance of said Borough, enacted the 21st day of September, 1914, and acceptance thereof, dated the 14th day of October, 1914, granting said Company the right to construct, operate and maintain certain turnouts or tracks into private property, on Lincoln Avenue in said Borough:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1914, approved said contract as evidenced by said ordinance and acceptance thereof, hereto attached.

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## MUNICIPAL CONTRACT DOCKET NO. 340—1914.

In the matter of the application of The Peoples Water Company of Pittston, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Pittston for furnishing water to the City for the purpose of extinguishing fires for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The People's Water Company of Pittston, by petition in writing for the approval of a certain written contract dated the first day of October, 1914,

between the said Company and the City of Pittston, providing for the furnishing by the said Company to the said City of water for the purpose of extinguishing fires for a period of five years.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 18th day of November, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 341—1914.

In the matter of the application of The Pittsburgh and Shawmut Railroad Company, under Section II, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Brookville, providing for the supply of water to the company for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Pittsburgh and Shawmut Railroad Company, by petition in writing, dated the 30th day of September, 1914, for the approval of a certain written contract between said company and the Borough of Brookville, dated the 17th day of September, 1914, providing for the furnishing to the Company of a supply of water for a period of five years:

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3d day of December, 1914, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 342—1914.

In the matter of the application of City of York, under Section II, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said City and the York Railways Company, providing for the removal by the Railway Company of the rails of its line of railway track on Cottage Place between South George and South Queen Streets in said City.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the City of York, by petition in writing for the approval of a certain written contract, dated the 28th day of October, 1914, between the said City and the York Railways Company, providing for the removal by the Railway Company of the rails of its line of railway track on Cottage Place between South George and South Queen Streets in said City:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 18th day of November, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 343—1914.

In the matter of the application of Supervisors of Concord Township, Erie County, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Township and The Pennsylvania Railroad Company, Lessee of the Western New York and Pennsylvania Railroad Company, providing for the vacation of portions of certain public highways situated in Concord Township, and the abolition, construction and protection of certain railroad crossings in said Township.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Supervisors of Concord Township, Erie County, by petition in writing, dated the 31st day of October, 1914, for the approval of a certain written contract, dated the 29th day of August, 1914, between the said Township and The Pennsylvania Railroad Company, Lessee of the Western New York and Pennsylvania Railroad Company, providing for the vacation of certain public highways situated in Concord Township, Erie County, and the abolition, construction and protection of certain railroad crossings in said Township:

The Commission, now after investigation and hearing, finds and determines, as per its report and order filed, that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 9th day of April, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 344—1914.

In the matter of the approval of a franchise ordinance contract between the West Penn Electric Company and the Township of Jefferson, Allegheny County.

A protest was filed by the Duquesne Light Company on the ground of competition. After hearing and before decision was reached by the Commission the petitioner withdrew the application filed.

## MUNICIPAL CONTRACT DOCKET NO. 345—1914.

In the matter of the application of Equitable Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Wilmerding, providing for the furnishing to the borough of 150,000 cubic feet of natural gas per annum, free of charge.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by Equitable Gas Company, by petition in writing, dated November, 5, 1914, for the approval of a certain written contract between said company and the Borough of Wilmerding, dated the 26th day of October, 1914, providing for the furnishing to the borough of 150,000 cubic feet of natural gas per annum, free of charge:



The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3d day of December, 1914, approves said contract, hereto attached.

### MUNICIPAL CONTRACT DOCKET NO. 346—1914.

In the matter of the application of the Borough of Sunbury, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and The Pennsylvania Railroad Company, Lessee of the Northern Central Railway Company, providing for the placing of drain pipes under the tracks of the Railroad Company.

#### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Borough of Sunbury, by petition in writing, dated the 26th day of October, 1914, for the approval of a certain written contract between said Borough and The Pennsylvania Railroad Company, Lessee of the Northern Central Railway Company, dated the 26th day of October, 1914, providing for the placing of drain pipes under the tracks of the railroad company:

The Commission now after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3d day of December, 1914, approves said contract, hereto attached.

### MUNICIPAL CONTRACT DOCKET NO. 347—1914.

In the matter of the application of Diamond Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Hazleton, providing for the furnishing of water to the City for fire protection, drinking fountain, street flushing, etc.

#### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Diamond Water Company, by petition in writing, filed November 9, 1914, for the approval of a certain written contract between said Company and the City of Hazleton, dated the —day of April, 1914, providing for the furnishing water to the City for fire protection, drinking fountain, street flushing, etc., from the first Monday of March, 1914 to the first Monday of January, 1916.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of December, 1914, approves said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 348—1914.

In the matter of the application of Luzerne County Gas and Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an Ordinance contract with the Township of Hanover, granting said Company the right to construct, operate and maintain poles, wires, etc., on the highways of the Township for the purpose of furnishing light, heat and power by means of electricity.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Luzerne County Gas and Electric Company, by petition in writing, dated November 7th, 1914, for the approval of a certain written contract between said Company and the Township of Hanover, Luzerne County, as evidenced by an Ordinance of said Township, enacted the 5th day of November, 1914, and acceptance thereof, granting said Company the right to construct, operate and maintain poles, wires, etc., on the highways of the Township for the purpose of furnishing light, heat and power by means of electricity.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of November, 1914, approves said contract, as evidenced by said Ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 349—1914.

In the matter of the application of Luzerne County Gas and Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an Ordinance contract with the Township of Hanover, granting said Company the right to construct, operate and maintain gas works and mains, pipes, etc., on the highways of the Township, for the purpose of supplying gas.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Luzerne County Gas and Electric Company, by petition in writing, dated November 7th, 1914, for the approval of a certain written contract between said Company and the Township of Hanover, Luzerne County, as evidenced by an Ordinance of said Township, enacted the 5th day of November, 1914, and acceptance thereof, granting said Company the right to construct, operate and maintain gas works and mains, pipes, etc., on the highways of the Township, for the purpose of supplying gas.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of November, 1914, approves said contract, as evidenced by said Ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 350—1914.

In the matter of the application of Luzerne County Gas and Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Hanover, for lighting the streets of the Township for a period of ten years. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to the Public Service Commission of the Commonwealth of Pennsylvania, by Luzerne County Gas and Electric Company, by petition in writing for the approval of a certain written contract, dated the 10th day of November, 1914, between the Luzerne County Gas and Electric Company and the Township of Hanover, for lighting the streets of the township for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 20th day of November, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 351—1914.

In the matter of the application of the Freemansburg Electric Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Freemansburg, granting said Company the right to construct, operate and maintain poles, wires, etc., on the streets of the Borough. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Freemansburg Electric Light and Power Company, by petition in writing, dated the 17th day of October, 1914, for the approval of a certain written contract between said Company and the Borough of Freemansburg, as evidenced by an Ordinance of said Borough, enacted the 10th day of August, 1914, and acceptance thereof, dated the 19th day of September, 1914, granting said Company the right to construct, operate and maintain poles, wires, etc., on the streets of the Borough for the purpose of supplying light, heat and power by means of electricity.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves said contract, as evidenced by said Ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 352—1914.

In the matter of the application of the Freemansburg Electric Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Freemansburg, for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Freemansburg Electric Light and Power Company, by petition in writing for the approval of a certain written contract, dated the 21st day of September, 1914, between the Freemansburg Electric Light and Power Company and the Borough of Freemansburg, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 353—1914.

In the matter of the application of Chartiers Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an Ordinance contract with the Borough of East Washington, granting said Company the right to construct, operate and maintain a telegraph and telephone system within the limits of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Chartiers Telephone Company, by petition in writing, dated October 19th, 1914, for the approval of a certain written contract between said Company and the Borough of East Washington, as evidenced by an Ordinance of said Borough, enacted the 18th day of September, 1914, supplement thereto, dated the 9th day of November, 1914, and acceptance of Ordinance, dated the 17th day of October, 1914, granting said Company the right to construct, operate and maintain a telegraph and telephone system within the limits of the Borough:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves said contract, as evidenced by said Ordinance, supplement thereto, and acceptance thereof, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 354—1914.

In the matter of the application of Township of Plains, Luzerne County, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Township and the Central Railroad Company of New Jersey, granting to the Township the right to construct, operate and maintain a 36-inch cast-iron sewer pipe under the tracks and right of way of the said Railroad Company along Miner Street, said Township.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Township of Plains, Luzerne County, by petition in writing for the approval of a certain written contract, dated the 5th day of September, 1914, between the Central Railroad Company of New Jersey, Lessee of the Lehigh and Susquehanna Railroad Company, and the Township of Plains, Luzerne County, granting to the said Township the right to construct, operate and maintain a 36-inch cast-iron sewer pipe under the tracks and right of way of the said Railroad Company within the limits of and along the westerly side of the public highway known as Miner Street in the said Township, in the location as shown by the plan attached to said contract.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 356—1914.

In the matter of the application of Borough of Barnesboro, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Pennsylvania Railroad Company, granting to the Borough the right to construct, operate and maintain two cast-iron water pipes under the tracks and right of way of the Railroad Company at a certain point in said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Barnesboro, by petition in writing, dated the 23rd day of November, 1914, for the approval of a certain written contract, dated the 17th day of September, 1914, between said Borough and the Pennsylvania Railroad Company, granting the right to said Borough to construct, operate and maintain two cast-iron water pipes under the tracks and right of way of the Railroad Company at a point 864 feet northwest from the north backwall of Bridge No. 308, on the Susquehanna Extension of the Cresson Division of the Railroad Company in the said Borough.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 357—1914.

In the matter of the application of Smithfield Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Smithfield, providing for the furnishing of water to the borough for a period of ten years. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Smithfield Water Company, by petition in writing, dated the 17th day of November, 1914, for the approval of a certain written contract between said Company and the Borough of Smithfield, dated the 14th day of November, 1914, providing for the furnishing of water to the borough for fire protection, street washing and flushing of sewers, for a period of ten years.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of December, 1914, approves said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 358—1914.

In the matter of the application of Counties Gas and Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of White Marsh, for lighting the streets of the Township for a period of eight years. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Counties Gas and Electric Company, by petition in writing for the approval of a certain written contract, dated the 4th day of September, 1914, between the Counties Gas and Electric Company and the Township of White Marsh, for lighting the streets of the Township for a period of eight years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 359—1914.

In the matter of the application of Counties Gas and Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of West Conshohocken, for lighting the streets of the Borough for a period of eight years. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Counties Gas and Electric Company, by petition in writing for the approval of a certain written contract, dated the 18th day of April, 1914,

between the Counties Gas and Electric Company, and the Borough of West Conshohocken, for lighting the streets of the Borough for a period of eight years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 360—1914.

In the matter of the application of Ephrata and Lebanon Traction Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Ephrata, granting to the said Company the right to operate motor cars upon the tracks of the Ephrata and Lebanon Street Railway Company, within said Borough and to maintain poles, and wires for said operation..

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Ephrata and Lebanon Traction Company, by petition in writing, dated the 14th day of November, 1914, for the approval of a contract between said Company and the Borough of Ephrata, as evidenced by an Ordinance of the Borough of Ephrata, enacted the 2nd day of November, 1914, and acceptance thereof, dated December 1st, 1914, granting unto the said Traction Company the right to operate motor cars upon the tracks of the Ephrata and Lebanon Street Railway Company within the said Borough, and to erect and maintain poles and wires for the operation of said cars:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1914, approves said contract, as evidenced by said Ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 361—1914.

In the matter of the application of Postal Telegraph Cable Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Pittsburgh, granting to the Company the right to lay and maintain underground cables, conduits, etc., in certain streets of the City.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Postal Telegraph Cable Company, by petition in writing, dated the 14th day of November, 1914, for the approval of a certain written contract between said Company and the City of Pittsburgh, as evidenced by an Ordinance of the said City, enacted the 2nd day of November, 1914, and acceptance thereof,

dated the 23rd day of November, 1914, granting to the said Company the right to lay and maintain underground cables, conduits, etc., beneath certain streets in the City of Pittsburgh, as specified in said ordinance:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1914, approves said contract, as evidenced by said Ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 362—1914.

In the matter of the application of -City of Carbondale, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said City and the Scranton Electric Company, for lighting the streets of the City for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Carbondale, by petition in writing for the approval of a certain written contract, dated the 13th day of November, 1914, between the City of Carbondale and the Scranton Electric Company, for lighting the streets of the City for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of December, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 363—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the County of Luzerne, granting to the Company the right to place, maintain and operate cables, wires, etc., on Market Street Bridge, between the City of Wilkes-Barre and the Borough of Dorranceton, for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 17th day of November, 1914, for the approval of a certain written contract between said Company and the County of Luzerne, dated the 4th day of November, 1914, granting to the Company the right to place, maintain and operate cables, wires, etc., on Market Street Bridge between the City of Wilkes-Barre and the Borough of Dorranceton, for a period of five years.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 364—1914.

In the matter of the application of Penn Public Service Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Ramey, for lighting the streets of the Borough for a period of ten years. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Penn Public Service Company, by petition in writing for the approval of a certain written contract, dated the 29th day of September, 1913, between the Penn Public Service Company and the Borough of Ramey, for lighting the streets of the Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of December, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 365—1914.

In the matter of the application of Harmony Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an Ordinance contract with the Borough of Koppel, granting the said Company the right to construct, operate and maintain poles, wires, etc., on the streets of the Borough. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Harmony Electric Company, by petition in writing, dated the 16th day of November, 1914, for the approval of a certain written contract between said Company and the Borough of Koppel, as evidenced by an Ordinance of said Borough, enacted the 11th day of August, 1914, granting the said Company the right to construct, operate and maintain poles, wires, etc., on the streets of the Borough for the purpose of furnishing light, heat and power by means of electricity.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves said contract, as evidenced by said Ordinance, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 366—1914.

In the matter of the application of City of Beaver Falls, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said City and The Pittsburgh and Lake Erie Railroad Company, granting to said City the right to construct, operate and maintain a trunk sanitary sewer across certain parcels of land belonging to said Company in said City. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Beaver Falls, by petition in writing, dated the 9th day of November, 1914, for the approval of a certain written contract, dated



the 1st day of June, 1914, between the said City and the Pittsburgh and Lake Erie Railroad Company, granting to the City the right to construct, operate and maintain across certain parcels of land belonging to said Company a trunk sanitary sewer between Sixteenth and Twenty-third Streets in said City.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 367—1914.

In the matter of the application of the Borough of Juniata and The Peoples Natural Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an Ordinance contract between said Borough and said Company, granting to the said Natural Gas Company the right to lay, operate and maintain lines of pipe in the streets of the said Borough, for the purpose of supplying natural gas and manufactured gas for fuel and lighting purposes.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Juniata and The Peoples Natural Gas Company, by petition in writing, dated the 11th day of November, 1914, for the approval of a certain written contract between said Borough and said Company, as evidenced by an Ordinance of said Borough, enacted the 5th day of October, 1914, and acceptance thereof, dated the 3rd day of November, 1914, granting to said Natural Gas Company the right to lay, operate and maintain lines of pipe in the streets of the said Borough, for the purpose of supplying natural gas and manufactured gas for fuel and lighting purposes to the public.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of May, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 368—1914.

In the matter of the application of Township of Wilkes-Barre, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Township and the Central Railroad Company of New Jersey, granting to the Township the right to lay, construct and maintain and use certain sewer pipes across the tracks and right of way of the Company in said Township.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Township of Wilkes-Barre, by petition in writing, dated the 23rd day of November, 1914, for the approval of a certain written contract,

dated the 15th day of July, 1914, between said Township and the Central Railroad Company of New Jersey, granting to the said Township the right to lay, construct, maintain and use certain sewer pipes across the tracks and right of way of the Company at points indicated on plan attached to said contract.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 369—1914.

In the matter of the application of Borough of Pottstown, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and The Pennsylvania Railroad Company, granting to the Borough the right to lay, and operate two cast-iron sewer pipes across the tracks and right of way of the Company at a point near Kenilworth Station.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Borough of Pottstown, by petition in writing, dated the 19th day of November, 1914, for the approval of a certain written contract between said Borough and the Pennsylvania Railroad Company, dated the 23th day of September, 1914, granting to the Borough the right to lay and operate two cast-iron sewer pipes across the tracks and right of way of the Company at a point near Kenilworth Station.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of December, 1914, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 370—1914.

In the matter of the application of Borough of Pottstown, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract with the Philadelphia and Reading Railway Company, granting to the Borough the right to lay, operate and maintain certain sewer pipes across the right of way and tracks of the Company, at points indicated on attached maps.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Borough of Pottstown, by petition in writing, dated the 19th day of November, 1914, for the approval of a certain written contract between said Borough and the Philadelphia and Reading Railway Company, dated the 5th

day of June, 1914, granting to the Borough the right to lay, operate and maintain certain sewer pipes across the right of way and tracks of the Company, at points indicated on attached maps.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of December, 1914, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 371—1914.

In the matter of the application of Northern Central Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Williamsport, providing for the lighting of the streets, parks and municipal buildings of the City for a period of ten years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Northern Central Gas Company, by petition in writing, dated the 20th day of November, 1914, for the approval of a certain written contract between said Company and the City of Williamsport, dated the 17th day of November, 1914, providing for the lighting of the streets, parks and municipal buildings of the City for a period of ten years.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of December, 1914, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 372—1914.

In the matter of the application of Edison Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Dallastown Borough, for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Edison Light and Power Company, by petition in writing for the approval of a certain written contract, dated the 20th day of November, 1914, between the Edison Light and Power Company and the Borough of Dallastown, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 373—1914.

In the matter of the application of Susquehanna County Light & Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Susquehanna Depot, for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Susquehanna County Light & Power Company, by petition in writing for the approval of a certain written contract, dated the ——day of ——, 1914, between the Susquehanna County Light & Power Company and Borough Susquehanna Depot, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 374—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between the said Company and the County of Luzerne, granting to the Company the right to place, maintain and operate cables, wires and appliances on a bridge spanning the Susquehanna River between the City of Pittston and the Borough of West Pittston.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 13th day of November, 1914, for the approval of a certain written contract between said Company and the County of Luzerne, dated the 4th day of November, 1914, granting to the Company the right to place, maintain and operate cables, wires and appliances on a bridge spanning the Susquehanna River between the City of Pittston and the Borough of West Pittston.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 375—1914.

In the matter of the application of New Holland Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of New Holland, for lighting the streets of the Borough for a period of ten years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the New Holland Electric Company, by petition in writing for the approval of a certain written contract, dated the 5th day of November, 1914.



between the New Holland Electric Company and the Borough of New Holland, for lighting the streets of the Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves the said contract, hereto attached.

### MUNICIPAL CONTRACT DOCKET NO. 376—1914.

In the matter of the application of the Borough of Speers, the Pennsylvania Railroad Company, Pittsburgh & Charleroi Street Railway Company, United Traction Company of Pittsburgh, and the Pittsburgh Railways Company, under Sections 5 and 11, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract providing for the abolition of the grade crossing in the borough of Speers, by the re-location of the highway or streets known as Speer Street.

#### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Borough of Speers, the Pennsylvania Railroad Company, Pittsburgh & Charleroi Street Railway Company, United Traction Company of Pittsburgh and the Pittsburgh Railways Company, by petition in writing, dated the 29th day of October, 1914, for the approval of a certain written contract between said Borough and Companies, dated the 13th day of July, 1914, providing for the abolition of a grade crossing in the Borough of Speers, by the re-location of the highway or street known as Speer Street, more fully described in said contract and plans filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of December, 1914, approves said contract and grants permission for the abolition of said crossing at grade and the re-location of highway or street known as Speer Street, in accordance with the terms of said contract and plans on file in this office.

### MUNICIPAL CONTRACT DOCKET NO. 377—1914.

In the matter of the application of Borough of Middletown, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company, et al., granting the Borough the right to cross the tracks and facilities of the Railroad Company, with its electric light wires and fire alarms at a point 794 feet northwest of the centre of the passenger station of the Railroad Company.

#### CERTIFICATE OF PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Borough of Middletown, by petition in writing, dated the 24th day of November, 1914, for the approval of a certain written contract between said Borough and the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Com-

pany, and The Pennsylvania Railroad Company, Lessee of the Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad Company, dated the 14th day of September, 1914, granting the Borough the right to cross the tracks and facilities of the Railroad Company with its electric light wires and fire alarms, at a point 794 feet northwest of the centre of the passenger station of the Railroad Company.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves said contract, hereto attached, in accordance with plans and specifications filed.

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### MUNICIPAL CONTRACT DOCKET NO. 378—1914.

In the matter of the application of Borough of Middletown, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company, et al., granting to the Borough the right to cross the tracks and facilities of the Railroad Company, with its electric light wires and fire alarms at a point 192 feet northwest of the center of the passenger station of the railroad Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Borough of Middletown, by petition in writing, dated the 24th day of November, 1914, for the approval of a certain written contract between said Borough and the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company, and The Pennsylvania Railroad Company, Lessee of the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company, granting to the Borough the right to cross the tracks and facilities of the Railroad Company with its electric light wires and fire alarm, at a point 192 feet northwest of the centre of the passenger station of the Railroad Company.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves said contract, hereto attached, in accordance with the plans and specifications filed.

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### MUNICIPAL CONTRACT DOCKET NO. 379—1914.

In the matter of the application of Equitable Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Carnegie, providing for the furnishing of natural gas to said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Equitable Gas Company, by petition in writing, dated the 27th day of November, 1914, for the approval of a certain written contract between said

company and the Borough of Carnegie, dated the 19th day of November, 1914, providing for the furnishing of natural gas to the Borough, for use at Tool House on Third Avenue.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 380—1914.

In the matter of the application of Pennsylvania Lighting Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Coal, Northumberland County, for lighting the streets of the Township for a period of two years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Pennsylvania Lighting Company, by petition in writing for the approval of a certain written contract, dated the 29th day of May, 1914, between the Pennsylvania Lighting Company and Township of Coal, Northumberland County for lighting the streets of the Township for a period of two years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 381—1914.

In the matter of the application of Consolidated Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the City of Allentown granting to the Company the right to construct, operate and maintain an extension to its present underground conduit system in the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by Consolidated Telephone Company, by petition in writing, dated the 24th day of November, 1914, for the approval of a certain written contract between said Company and the City of Allentown, as evidenced by a Resolution of said City, dated the 19th day of November, 1914, granting to the Company the right to construct, operate and maintain an extension to its present underground conduit system in the Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves said contract, as evidenced by said Resolution hereto attached



## MUNICIPAL CONTRACT DOCKET NO. 382—1914.

In the matter of the application of Edison Electric Illuminating Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Mount Carmel, Northumberland County, for lighting the streets of the Township for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Edison Electric Illuminating Company, by petition in writing for the approval of certain written contract, dated the 25th day of July, 1914, between the Edison Electric Illuminating Company and the Township of Mount Carmel, Northumberland County, for lighting the streets of the Township for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 383—1914.

In the matter of the application of Kittanning Electric Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Ford City, granting the Company, the right to erect, maintain and operate poles, wires, etc., on certain streets of the borough for the transmission of electricity to supply power of not less than 500 kilowatts demand to each customer.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Kittanning Electric Light Company, by petition in writing, dated the 30th day of November, 1914, for the approval of a certain written contract between said Company and the Borough of Ford City, as evidenced by an ordinance of said Borough, enacted the 25th day of November, 1914, and acceptance dated the 15th day of December, 1914, granting to the Company the right to erect, maintain and operate poles, wires, etc., on certain streets of the Borough for the transmission of electricity to supply power of not less than 50 kilowatts demand to each customer.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves said contract, as evidenced by said Ordinance and acceptance, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 384—1914.

In the matter of the application of Susquehanna County Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Montrose, for the lighting of the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Susquehanna County Light and Power Company, by petition in writing for the approval of a certain written contract, dated the 12th day of October, 1914, between the Susquehanna County Light and Power Company and the Borough of Montrose, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 385—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Archbald, granting to the telephone Company the right to construct, maintain and operate an aerial and underground telephone system within the limits of the Borough and providing for certain free service.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 30th day of November, 1914, for the approval of a certain written contract between said Company and the Borough of Archbald, as evidenced by an Ordinance of said Borough, enacted the 5th day of October, 1914, and acceptance thereof, dated October 26th, 1914, granting to the company the right to construct, maintain and operate an aerial and underground telephone system within the limits of the Borough and providing for certain free service.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves said contract, as evidenced by said Ordinance and acceptance, hereto attached, and additional contract, dated the 15th day of October, 1914, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 386—1914.

In the matter of application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the County of Luzerne, providing for the attachment of facilities to county bridge near Plymouth.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 27th day of November, 1914, for the approval of a certain written contract between said Company and the County of Luzerne, dated the 10th day of November, 1914, providing for the attachment of facilities to the county bridge near Plymouth.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 387—1914.

In the matter of application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the County of Bucks, providing for attachment privileges on a bridge in the Borough of Morrisville.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Bell Telephone Company of Pennsylvania, by petition in writing, dated the 27th day of November, 1914, for the approval of a certain written contract between said Company and the County of Bucks, dated the 24th day of November, 1914, providing for attachment privileges on a bridge in the Borough of Morrisville.

The Commission now, after investigation and hearing, finds and determines that the granting of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 388—1914.

In the matter of the application of Raystown Water Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Mount Union, for lighting the streets of the said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Raystown Water Power Company, by petition in writing dated the 8th day of December, 1914, for the approval of a certain written contract,

the 24th day of November, 1914, between the said Raystown Water Power Company and the Borough of Mount Union, for lighting the streets of said Borough for the period of ten years.

The Commission now, after investigation and hearing, finds and determines, in its report made and filed of record, March 19, 1915, that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of March, 1915, approves the said contract hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 389—1914.

In the matter of the application of The Carlisle Light, Heat and Power Company, under Section II, Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the approval of a contract between said Company and the Borough of Carlisle for lighting the streets of the Borough for a period of ten years. } CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Carlisle Light, Heat and Power Company, by petition in writing for the approval of a certain written contract, dated the first day of December, 1914, between The Carlisle Light, Heat and Power Company, and Borough of Carlisle for lighting the streets of the Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 7th day of January, 1915, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 391—1914.

In the matter of the application of The Abington Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Factoryville, for lighting the streets of said Borough.. } CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Abington Electric Company, by petition in writing, dated the 2d day of January, 1915, for the approval of a certain written contract between said Company and the Borough of Factoryville, as evidenced by an ordinance of said Borough, enacted the 14th day of September, 1913, and an ordinance amending the same, dated the 19th day of November, 1914, for lighting the streets of the said Borough:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 3d day of February, 1915, approves said contract, as evidenced by said ordinance, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 392—1914.

In the matter of the application of City of Williamsport, under Section 11, Article III, and Sections, 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said City and The Citizens Electric Company, for lighting the City Hall and Fire Engine Houses of the City for a period of ten years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the City of Williamsport, by petition dated the 8th day of December, 1914, for the approval of a certain written contract, dated the 8th day of December, 1914, between the said City and The Citizen's Electric Company, for lighting the City Hall and fire engine houses of the City for a period of ten years:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 393—1914.

In the matter of the application of West Branch Bell Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Washingtonville, granting said Company the right to construct, maintain and operate poles, wires, etc., for telephone lines in the said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the West Branch Bell Telephone Company, by petition in writing, dated the 8th day of December, 1914, for the approval of a certain written contract between said Company and the Borough of Washingtonville, as evidenced by an ordinance of said Borough, enacted the 16th day of September, 1914, and acceptance thereof, dated the 16th day of October, 1914, granting the said Company the right to construct, maintain and operate poles, wires, etc., for telephone lines in the said Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public and accordingly hereby, on the 7th day of January, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 394—1914.

In the matter of the application of The Phoenixville, Valley Forge and Stafford Electric Railway Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Phoenixville, for the abandonment of certain extensions of the route of the railway company in said borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Phoenixville, Valley Forge and Strafford Electric Railway Company, by petition in writing, dated the 9th day of December, 1914, for the



approval of a certain written contract, dated the 13th day of November, 1914, between the said Company and the Borough of Phoenixville, providing for the temporary abandonment of a portion of the authorized extensions of its route within the said Borough, as more fully described in the said contract.

The Commission now, after investigation and hearing, finds and determines, as per its report filed, that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 4th day of February, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO 395—1914.

In the matter of the application of The Phoenixville, Valley Forge and Strafford Electric Railway Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Schuylkill, Chester County for the abandonment of certain extensions of the route of the Railway Company in said Township.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Phoenixville, Valley Forge and Strafford Electric Railway Company, by petition in writing dated the 9th day of December, 1914, for the approval of a certain written contract, dated the 23d day of November, 1914, between the said Company and the Township of Schuylkill, County of Chester, providing for the temporary abandonment of a portion of the authorized extensions of its route within the said Township, as more fully described in the said contract:

The Commission now, after investigation and hearing, finds and determines, as per its report filed, that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 4th day of February, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 396—1914.

In the matter of the application of The Phonexville, Valley Forge and Strafford Electric Railway Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Upper Providence, Montgomery County, for the abandonment of certain extensions of the route of the Railway Company in said Township.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Phoenixville, Valley Forge and Strafford Electric Railway Company, by petition in writing, dated the 9th day of December, 1914, for the approval of a certain written contract, dated the 28th day of November, 1914, between the said Company and the Township of Upper Providence, Montgomery County, providing for the temporary abandonment of a portion of the authorized extensions of its route within the said township, as more fully described in the said contract:

The Commission now, after investigation and hearing, finds and determines, as per its report filed, that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 4th day of February, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 397—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Township of Wilson, Northampton County, providing for the construction, maintenance and operation of poles, wires, conduits, etc., on, in and under the public streets and highways of the township.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 5th day of December, 1914, for the approval of a certain written contract between said company and the Township of Wilson, Northampton County, as evidenced by an ordinance of said Township, enacted the 12th day of October, 1914, and acceptance thereof, dated the 6th day of November, 1914, granting to the company the right to construct, maintain and operate poles, wires, conduits, etc., on, in and under the public streets and highways of the Township:

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 7th day of January, 1915, approves said contract, as evidenced by said ordinance and acceptance hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 398—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of New Brighton, granting to the company the right to construct, maintain and operate an underground telephone system on, in and under the streets and highways of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 5th day of December, 1914, for the approval of a certain written contract between said Company and the Borough of New Brighton, as evidenced by an ordinance of said borough, enacted the 3d day of September, 1914, and acceptance thereof, dated the 3d day of October, 1914, granting to the company the right to construct, maintain and operate an underground telephone system on, in and under the streets and highways of the Borough:

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said contract as evidenced by said ordinance and acceptance hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 399—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Orrstown, granting to the company the right to construct, maintain and operate poles, wires, conduits, etc., on, in and under the streets, highways, etc., of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 5th day of December, 1914, for the approval of a certain written contract between said company and the Borough of Orrstown, as evidenced by an ordinance of said borough, enacted the 20th day of October, 1914, and acceptance thereof dated the 16th day of November, 1914, granting to the company the right to construct, maintain and operate poles, wires, conduits, etc., on, in and under the streets, highways, etc., of the Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said contract, as evidenced by said ordinance and acceptance hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 400—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Youngsville, granting to the company the right to construct, maintain and operate poles, wires, conduits, etc., on, in and under the streets, highways, etc., of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 5th day of December, 1914, for the approval of a certain written contract between said company and the Borough of Youngsville, as evidenced by an ordinance of said Borough enacted the 14th day of September, 1914, and acceptance thereof dated the 23d day of September, 1914, granting to the company the right to construct, maintain and operate poles, wires, conduits, etc., on, in and under the streets, highways etc., of the Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said contract, as evidenced by said ordinance and acceptance hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 401—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Township of South Fayette, granting said Company the right to construct, maintain and operate poles, wires, etc., on the streets and highways of said Township.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 5th day of December, 1914, for the approval of a certain written contract between said Company and the Township of South Fayette, as evidenced by an ordinance of said Township, enacted the 5th day of October, 1914, and acceptance thereof dated the 22d day of October, 1914, granting said Company the right to construct, maintain and operate poles, wires, etc., on the streets and highways of said township:

The Commission now after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 402—1914.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Liberty, granting said Company the right to construct, maintain and operate poles, wires, etc., in said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Central District Telephone Company, by petition in writing, dated the 5th day of December, 1914, for the approval of a certain written contract between said Company and the Borough of Liberty, as evidenced by an ordinance of said Borough, enacted the 2d day of November, 1914, and acceptance thereof, dated the 9th day of November, 1914, granting said Company the right to construct, maintain and operate poles, wires, etc., in, on and under and through the streets, alleys and highways within the limits of the Borough:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 7th day of January, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 403—1914.

In the matter of the application of Harmony Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Ellwood City, granting said Company the right to construct, maintain and operate lines for the transmission of electricity on certain streets of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Harmony Electric Company, by petition in writing, dated the 14th day of December, 1914, for the approval of a certain written contract between said Company and the Borough of Ellwood City, as evidenced by an ordinance of said Borough, enacted the 9th day of December, 1914, granting said Company the right to construct, maintain and operate lines for the transmission of electricity on certain streets of the Borough:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said contract, as evidenced by said ordinance, hereto attached, subject to the following condition:

That the said Harmony Electric Company, or its successors shall not make any connection with the said lines for the transmission of electricity within said Borough, or permit others to do so, nor shall the said Company, or its successors, furnish service of any kind or character to any person, persons or corporations within said Borough from the said lines.

## MUNICIPAL CONTRACT DOCKET NO. 404—1914.

In the matter of the application of Homer Light, Heat and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Homer City, granting said Company the right to construct, maintain and operate poles, wires, etc., on the streets of said Borough for the purpose of supplying light, heat and power by electricity.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Homer Light, Heat and Power Company, by petition in writing, dated the 12th day of December, 1914, for the approval of a certain written contract between said Company and the Borough of Homer City, as evidenced by an ordinance of said Borough enacted the 7th day of December, 1914, and acceptance thereof, dated the 10th day of December, 1914, granting said Company the right to construct, maintain and operate poles, wires, etc., on the streets of said Borough for the purpose of supplying light, heat and power by electricity:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public and accordingly hereby, on the 7th day of January, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 405—1914.

In the matter of the application of Equitable Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Pittsburgh, for furnishing natural gas to the City for use by the Bureau of Water.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Equitable Gas Company, by petition in writing for the approval of a certain written contract, dated the 8th day of December, 1914, between the said Company and the City of Pittsburgh, providing for the furnishing of natural gas to said City for use in a building at No. 3134 Penn Avenue, Pittsburgh, occupied by the Bureau of Water:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves the said contract hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 406—1914.

In the matter of the application of Equitable Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Pittsburgh, for furnishing natural gas to said City for use in Watchman's Box on Cabbage Hill, Etna Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Equitable Gas Company, by petition dated the 15th day of December, 1914, for the approval of a certain written contract, dated the 14th day of December, 1914, between the said Company and the City of Pittsburgh, providing for the furnishing of natural gas to said City for use by it in a Watchman's Box on Cabbage Hill, near Friday Street, in the Borough of Etna:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 7th day of January, 1915, approves the said contract hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 407—1914.

In the matter of the application of Keystone Telephone Company of Philadelphia, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of South Langhorne, granting said Company the right to construct and operate an overhead telephone system in said Borough under certain conditions.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Keystone Telephone Company of Philadelphia, by petition in writing, dated the 10th day of December, 1914, for the approval of a certain written contract between said Company and the Borough of South Langhorne, as evi-

denced by an ordinance of said Borough, enacted the 7th day of October, 1914, and acceptance thereof, dated the 23d day of December, 1914, granting the said Telephone Company the right to construct and operate an overhead telephone system in said Borough, under certain conditions:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public and accordingly hereby, on the 4th day of February, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 408—1914.

In the matter of the application of Keystone Telephone Company of Philadelphia, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Langhorne Manor, granting said Company the right to construct and operate a telephone system in the said Borough, under certain conditions.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Keystone Telephone Company, by petition in writing, dated the 10th day of December, 1914, for the approval of a certain written contract between said Company and the Borough of Langhorne Manor, as evidenced by an ordinance of said Borough, enacted the 5th day of October, 1914, and acceptance thereof, dated the 23d day of December, 1914, granting the said Company the right to construct and operate a telephone system in the said Borough, under certain conditions:

The Commission now, after investigations and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 4th day of February, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 409—1914.

In the matter of the application of Clear Springs Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of North Catasauqua, providing for the installation of fire hydrants and the supply of water for fire protection to the Borough for five years; also providing for a reduction of rate to private consumers.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Clear Springs Water Company, by petition in writing, dated the 23rd day of December, 1914, for the approval of a certain written contract, dated the 25th day of September, 1914, between the said Company and the Borough of North Catasauqua, providing for the installation of fire hydrants and the supplying of water for fire protection to the Borough for a period of five years; also providing for a reduction of rate to private consumers:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 20th day of January, 1915, approves the said contract hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 410—1914.

In the matter of the application of City of Philadelphia, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said City and The Pennsylvania Railroad Company, providing for relocation and reconstruction of portion of River Front Railroad Line of said Company along Lehigh Avenue and Richmond Street, said city, and removal of surface tracks.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the City of Philadelphia, by petition in writing, dated the 23d day of December, 1914, for the approval of a certain written contract, dated the 14th day of December, 1914, between the said City and The Pennsylvania Railroad Company, providing for the relocation and reconstruction of a portion of the River Front Railroad Line of said Company, along Lehigh Avenue and Richmond Street, said City, and for the removal of the surface tracks:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 22d day of January, 1915, approves the said contract hereto attached, subject to the following conditions:

*First:* That a copy of the plans and specifications for the work covered by the said agreement (as shall be identified by the signatures of the Director of the Department of Public Works and the Chief Engineer of the Pennsylvania Railroad Company, and as shall, upon approval, be filed with the said Director and said Chief Engineer, prior to the work which they shall represent, as provided by the said agreement), shall also be filed with The Public Service Commission prior to the commencement of the work.

*Second:* That before the work on the proposed crossings at Tulip Street, Aramingo Avenue, Belgrade, Thompson, and Richmond Streets, including the new longitudinal occupation of a portion of Richmond Street is begun, detailed plans and specifications of the work proposed to be done shall be submitted to the Public Service Commission for consideration and the issuance of a Certificate of Public Convenience shall be precedent to the commencement of the work at such crossings.

## MUNICIPAL CONTRACT DOCKET NO. 412—1914.

In the matter of the application of Borough of Newport, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and The Pennsylvania Railroad Company providing for the construction, laying and maintenance of one 24 inch cast-iron drain pipe under the right of way and tracks of said Railroad Company at a certain point in said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Borough of Newport, by petition in writing dated the 25th day of December, 1914, for the approval of a certain written contract, dated the 17th day of November, 1914, between the said Borough and The Pennsylvania Railroad Company, granting to the Borough the right to construct, lay and main-



tain one 24 inch cast-iron drain pipe under the right of way and tracks of the Railroad Company at a point on old line tracks 2,100 feet north of the centre of Bridge No. 122:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 7th day of January, 1915, approves the said contract hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 413—1914.

In the matter of the application of Eastern Pennsylvania Light, Heat and Power Company, under Section 11, Article III, and Section 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the City of Pottsville, granting said Company the right to construct, maintain and operate a line of wires for the transmission of electrical current through the City, upon certain streets.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Eastern Pennsylvania Light, Heat and Power Company, by petition in writing, dated the 24th day of December, 1914, for the approval of a certain written contract between said Company and the City of Pottsville, as evidenced by an ordinance of said City, enacted the first day of December, 1914, and acceptance thereof, dated the 23d day of December, 1914, granting said Company the right to construct, maintain and operate, upon certain streets, a line of wires for the transmission of electrical current through the City:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 414—1914.

In the matter of the application of Philadelphia Suburban Gas and Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Colwyn, for lighting the streets of the Borough by means of gas for a period of three years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Philadelphia Suburban Gas and Electric Company, by petition in writing for the approval of a certain written contract, dated the first day of November, 1914, between the said Philadelphia Suburban Gas and Electric Company, and the Borough of Colwyn, for lighting the streets of the Borough for a period of three years, by means of gas.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper, for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of April, 1915, approves the said contract hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 415—1914.

In the matter of the application of Boswell Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Boswell for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by Boswell Electric Company, by petition in writing for the approval of a certain written contract, dated the 6th day of October, 1914, between the Boswell Electric Company and Borough of Boswell, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper, for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of February, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 416—1914.

In the matter of the application of Citizens' Light, Heat and Power Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Franklin for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by the Citizens Light, Heat and Power Company of Pennsylvania, by petition in writing for the approval of a certain written contract, dated the 9th day of December, 1914, between the Citizens Light, Heat and Power Company of Pennsylvania, and Borough of Franklin for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper, for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of February, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 1—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Mont Alto, granting to said Company the right to construct, maintain and operate an aerial and underground telephone system within the limits of said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing dated the 30th day of December, 1914, for the approval of a certain written contract between said Company and the Borough of Mont Alto, as evidenced by an ordinance of said Borough, enacted the 30th day of November, 1914, and acceptance thereof, dated the 10th day of December, 1914, granting said Company the right to construct, maintain and operate an aerial and underground telephone system within the limits of the said Borough:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 20th day of January, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 2—1915.

In the matter of the application of The Philadelphia Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Philadelphia, for the lighting of the streets, etc., of the City, during the year 1915.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Philadelphia Electric Company, by petition in writing, dated the 12th day of January, 1915, for the approval of a certain written contract between said Company and the City of Philadelphia, dated the 30th day of December, 1914, for the lighting of the streets, etc., of the City, during the year 1915:

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 3—1915.

In the matter of the application of The Philadelphia Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Commissioners of Fairmount Park, as agents for the City of Philadelphia, for furnishing and operating electric lights in Parks, during the year 1915.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Philadelphia Electric Company, by petition in writing, dated the 12th day of January, 1915, for the approval of a certain written contract



between said company and the Commissioners of Fairmount Park, as Agents for the City of Philadelphia, dated the 30th day of December, 1914, for furnishing and operating electric lights in Parks under the control of the Park Commissioners, during the year 1915:

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 4—1915.

<p>In the matter of the application of The Philadelphia Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Philadelphia, for the lighting of Playgrounds and Recreation Centers, in said City, during the year 1915.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of The Commonwealth of Pennsylvania, by The Philadelphia Electric Company, by petition in writing, dated the 12th day of January, 1915, for the approval of a certain written contract between said Company and the City of Philadelphia, dated the 31st day of December, 1914, for the lighting of the Playgrounds and Recreation Centers in said City, during the year 1915:

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 6—1915.

<p>In the matter of the application of Barnesboro-Spangler Electric Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Spangler, for lighting the streets of the Borough for a period of five years.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Barnesboro-Spangler Electric Light Company, by petition in writing, for the approval of a certain written contract, dated the first day of November, 1914, between the Barnesboro-Spangler Electric Light Company and Borough of Spangler, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of February, 1915, approves the said contract, hereto attached.



MUNICIPAL CONTRACT DOCKET NO. 7—1915.

In the matter of the application of Duquesne Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Rosslyn Farms, for lighting the streets of the Borough for a period of three years. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Duquesne Light Company, by petition in writing for the approval of a certain written contract, dated the 12th day of December, 1914, between the Duquesne Light Company and Borough of Rosslyn Farms, for lighting the streets of the Borough for a period of three years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of February, 1915, approves the said contract, hereto attached.

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MUNICIPAL CONTRACT DOCKET NO. 8—1915.

In the matter of the application of Duquesne Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Carrick, for lighting the streets of the Borough for a period of five years. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Duquesne Light Company, by petition in writing for the approval of a certain written contract, dated the 16th day of June, 1914, between the Duquesne Light Company and Borough of Carrick, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of February, 1915, approves the said contract, hereto attached.

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MUNICIPAL CONTRACT DOCKET NO. 9—1915.

In the matter of the application of City of Pittsburgh, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said City and the Pennsylvania Railroad Company, for the construction and maintenance on the property of said Company, of steps leading to pedestrian subway at the north end and under Grant Boulevard; also stairway up to said Boulevard on line of Washington Street. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Pittsburgh, by petition in writing, dated the 9th day of January, 1915, for the approval of a certain written contract, dated the

25th day of November, 1914, between the said City and the Pennsylvania Railroad Company, granting to the said City a revocable and terminable license to construct and maintain, on the property of the Railroad Company, steps leading to pedestrian subway at the north end and under Grant Boulevard, on line of Washington Street:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of February, 1915, approves the said contract, hereto attached.

### MUNICIPAL CONTRACT DOCKET NO. 10—1915.

In the matter of the application of City of Altoona, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said City and the Pennsylvania Railroad Company, granting to the City the right to lay and construct a concrete sewer pipe on the property of the Railroad Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Altoona, by petition in writing, dated the 19th day of February, 1915, for the approval of a certain written contract, dated the 4th day of November, 1914, between the said City and the Pennsylvania Railroad Company, granting the right to the City to lay and construct a concrete sewer pipe at three locations on the property of the Railroad Company, between First Street, said City, and a point near East Altoona Engine House, Logan Township, Blair County.

The Commission now, after investigation and hearing, finds and determines that the approving of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves the said contract, hereto attached.

### MUNICIPAL CONTRACT DOCKET NO. 11—1915.

In the matter of the application of Citizens Light, Heat and Power Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Ferndale, for lighting the streets of the Borough for a period of four years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Citizens Light, Heat and Power Company of Pennsylvania, by petition in writing for the approval of a certain written contract, dated the 8th day of January, 1915, between the Citizens Light, Heat and Power Company of Pennsylvania and the Borough of Ferndale for lighting the streets of the borough for a period of four years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of February, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 12—1915.

In the matter of the application of Counties Gas and Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Upper Darby, for lighting the streets of the Township for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Counties Gas and Electric Company, by petition in writing for the approval of a certain written contract, dated the 29th day of September, 1914, between the Counties Gas and Electric Company and the Township of Upper Darby for lighting the streets of the Township of Upper Darby, for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 13—1915.

In the matter of the application of Norristown Electric Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract entered into by said Company, the Norristown Transit Company and the Borough of Norristown, providing for the re-routing of certain electric circuits in the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Norristown Electric Light and Power Company, by petition in writing, dated the 30th day of January, 1915, for the approval of a certain written contract, dated the 6th day of January, 1915, entered into by the Norristown Electric Light and Power Company, the Norristown Transit Company and the Borough of Norristown, providing for the re-routing of certain electric circuits in said Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of February, 1915, approves the said contract, hereto attached:

## MUNICIPAL CONTRACT DOCKET NO. 14—1915.

In the matter of the application of Lilly Electric Light, Heat and Power Plant, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Lilly for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Lilly Electric Light, Heat and Power Plant, by petition in writing for the approval of a certain written contract, dated the 17th day of November, 1914, between the Lilly Electric Light, Heat and Power Plant and the



Borough of Lilly, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 2nd day of March, 1914, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 15—1915.

In the matter of the application of Equitable Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an Ordinance contract with the Borough of West Homestead, granting said Company the right to lay and maintain lines of pipes in the streets, etc., of the borough for the transportation of natural and artificial gas.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Equitable Gas Company, by petition in writing, dated the 18th day of January, 1915, for the aproval of a certain written contract between said Company and the Borough of West Homestead, as evidenced by an Ordinance of said Borough, enacted the 9th day of December, 1914, and acceptance thereof, dated the 22nd day of December, 1914, granting the said Company the right to lay and maintain lines of pipes in the streets, etc., of the Borough for the transportation of natural and artificial gas.

The Commission now, after investigation and hearing, finds and determines that the approval of this contr ct is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves said contract, as evidenced by said Ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 16—1915.

In the matter of the application of Borough of Pottstown, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Pottstown Gas and Water Company, for furnishing water to the borough for flushing the flush-tanks of sewer system.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Pottstown, by petition in writing, dated the 22nd day of January, 1915, for the approval of a certain written contract, dated the 6th day of January, 1915, between the said Borough and the Pottstown Gas and Water Company, providing for the furnishing of water to said Borough for flushing the flush-tanks f the sewer system.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of February, 1915, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 17—1915.

In the matter of the approval of a contract between the Citizens Electric Company and the City of Williamsport, for lighting the streets of the City for a period of ten years.

This contract was awarded by the city to the Citizens' Electric Company, and, as made and entered by the parties, contained a condition not provided for in the terms and specifications upon which the city advertised for bids. The petitioner contended:

- (1) That the contract is a legally valid contract;
- (2) That the Commission has no power to determine whether the contract is illegal and void, this being a judicial question exclusively for the courts;
- (3) That the provisions of The Public Service Company Law relating to approval of contracts between public service companies and municipalities are unconstitutional and void.

The Commission held that it has authority to determine the legality of a contract and must of necessity, in carrying out the requirements of Section 11, Article III, and Section 18, Article V, of the Act, pass upon questions of law of the kind involved in this case, and in reaching a determination, is called upon to exercise functions which are quasi-judicial in their nature.

(2) Under the facts and circumstances of the case presented for consideration, the question of unconstitutionality should not be entertained, nor will the Commission hold that the provisions of the Act referred to as unconstitutional are unconstitutional for any of the reasons assigned.

(3) That the contract is illegal, null and void, as contrary to the public policy of the Commonwealth relating to the making of such contracts by cities of the third class, as declared by the Act of June 27, 1913.

## MUNICIPAL CONTRACT DOCKET NO. 18—1915.

In the matter of the application of The West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Connellsville, for lighting the streets of the City for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The West Penn Electric Company, by petition in writing for the approval of a certain written contract, dated the 15th day of January, 1915, between The West Penn Electric Company and the City of Connellsville, for lighting the streets of the City for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves the said contract, hereto attached.

**MUNICIPAL CONTRACT DOCKET NO. 19—1915.**

In the matter of the application of The West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an Ordinance contract with the Borough of Dunlevy, granting said Company the right to erect, maintain and operate poles, wires, etc., on the streets of the Borough for the purpose of supplying light, heat and power by electricity.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the West Penn Electric Company, by petition in writing, dated the 27th day of January, 1915, for the approval of a certain written contract between said Company and the Borough of Dunlevy, as evidenced by an Ordinance of said Borough, enacted the 3rd day of November, 1914, and acceptance thereof, dated the 25th day of November, 1914, granting said Company the right to erect, maintain and operate poles, wires, etc., on the streets of the said Borough for the purpose of supplying light, heat and power by electricity.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves said contract, as evidenced by said Ordinance and acceptance thereof, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 20—1915.**

In the matter of the application of Lehigh Valley Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of South Allentown, for lighting the streets of the Borough for a period of five years.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Lehigh Valley Light and Power Company, by petition in writing for the approval of a certain written contract, dated the 19th day of December, 1914, between the Lehigh Valley Light and Power Company and the Borough of South Allentown, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 2nd day of March 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 21—1915.

In the matter of the application of The West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Dunlevy, for lighting the streets of the Borough for a period of five years. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The West Penn Electric Company, by petition in writing for the approval of a certain written contract, dated the 19th day of January, 1915, between The West Penn Electric Company and Borough of Dunlevy, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 22—1915.

In the matter of the application of The West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Donora, for lighting the streets of the Borough for a period of five years. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The West Penn Electric Company, by petition in writing for the approval of a certain written contract, dated the 20th day of January, 1915, between The West Penn Electric Company and Borough of Donora, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 23—1915.

In the matter of the application of Harrisburg Light and Power Company and Borough of Paxtang, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the said Borough, for lighting the streets of the Borough for a period of five years. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Harrisburg Light and Power Company and the Borough of Paxtang, by petition in writing for the approval of a certain written contract, dated the 26th day of January, 1915, between the Harrisburg Light and Power Company and the Borough of Paxtang, for lighting the streets of the Borough for a period of five years.



The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 24—1915.

In the matter of the application of Merrill E. Schlegel, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Merrill E. Schlegel and the Borough of Thompsontown, for the furnishing of water for fire protection in said Borough. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Merrill E. Schlegel, by petition in writing, dated the 15th day of February, 1915, for the approval of a certain written contract, dated the 13th day of January, 1915, between said Merrill E. Schlegel and the Borough of Thompsontown, providing for the maintenance of fire hydrants and the supplying of water for fire protection in said Borough.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 25—1915.

In the matter of the application of Bradford County Telephone Company and the County of Bradford, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and said County, granting to said Company the right to attach wires, cables, etc., to a highway bridge over the North Branch of the Susquehanna River, connecting the Borough of Towanda with Wysox Township. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Bradford County Telephone Company and the County of Bradford, by petition in writing, dated the 10th day of February, 1915, for the approval of a certain written contract, dated the 30th day of November, 1914, between the said Bradford County Telephone Company and the said County of Bradford, granting the right to the said Company to fix and attach wires, cables, etc. to a highway bridge over the North Branch of the Susquehanna River, connecting the Borough of Towanda with the Township of Wysox.

The Commission now, after investigation and hearing, finds and determines that the approving of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 26—1915.

In the matter of the application of Sykesville Electric Light, Heat and Power Company, et al., under Section 11, Article 111, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Sykesville, for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Sykesville Electric Light, Heat and Power Company and the Borough of Sykesville, by petition in writing for the approval of a certain written contract, dated the 3rd day of February, 1915, between the Sykesville Electric Light, Heat and Power Company and the Borough of Sykesville, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 27—1915.

In the matter of the application of the Keystone Telephone Company of Philadelphia, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Philadelphia, for furnishing municipal and police telephone service to the City during the year 1915.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Keystone Telephone Company of Philadelphia, by petition in writing, dated the 27th day of January, 1915, for the approval of a certain written contract, dated the 30th day of December, 1914, between the said Company and the City of Philadelphia, providing for the furnishing of municipal and police telephone service to the City during the year 1915.

The Commission now, after investigation and hearing, finds and determines that the approving of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 28—1915.

In the matter of the application of the New Castle Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of New Castle, for lighting, temporarily, the Detention Hospital of said City at scheduled rate.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the New Castle Electric Company, by petition in writing, dated the 5th day of February, 1915, for the approval of a certain written contract,

dated the 14th day of January, 1915, between the said New Castle Electric Company and the City of New Castle, for lighting temporarily the Detention Hospital of said City at scheduled rate.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 29—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Scranton, providing for the sale of ten poles by the Telephone Company to the City.

#### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 2nd day of February, 1915, for the approval of a certain written contract, dated the 25th day of January, 1915, between the said Company and the City of Scranton, providing for the sale of ten poles by the Telephone Company to the City, as more fully described in said contract.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the third day of March, 1915, approves the said contract, hereto attached:

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### MUNICIPAL CONTRACT DOCKET NO 30—1915.

In the matter of the application of the Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an Ordinance contract with the Borough of South Langhorne, amending Section 3, of an Ordinance granted by Borough of Attleboro to The Delaware and Atlantic Telegraph and Telephone Company, with respect to joint use of poles.

#### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Bell Telephone Company of Pennsylvania, by petition in writing, dated the 1st day of February, 1915, for the approval of a certain written contract between said Company and the Borough of South Langhorne, as evidenced by an Ordinance of said Borough, enacted the 10th day of December, 1914, and acceptance thereof, dated the 21st day of January, 1915, amending the third Section of an Ordinance granted by the Borough of Attleboro (now the Borough of South

Langhorne) to The Delaware and Atlantic Telegraph and Telephone Company, (the predecessor of the petitioning Company), with respect to the joint use of poles.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of March, 1915, approves said contract, as evidenced by said Ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 31—1915.

<p>In the matter of the application of the Equitable Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Carnegie, for furnishing gas to the borough at published rate for use at tool house.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Equitable Gas Company, by petition in writing, dated the 11th day of February, 1915, for the approval of a certain contract, dated the 8th day of February, 1915, between the said Company and the Borough of Carnegie, providing for the furnishing of natural gas at 401 Third Street, said Borough, occupied as a tool house, at the published rate:

The Commission now, after investigation and hearing, finds and determines that the approving of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 32—1915.

<p>In the matter of the application of Colemanville Water &amp; Power Company, under Section 11, Article III, and Sections 18 and 19, Article V. of The Public Service Company Law, for the approval of a contract between said Company and the Township of Martic, Lancaster County, for the erection of a pole line along public road from car-barn of Lancaster and York Furnace Street Railway Company to Marticville.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Colemanville Water and Power Company, by petition in writing, dated the 9th day of February, 1915, for the approval of a certain written contract, dated the 30th day of January, 1915, between the said Company and the Township of Martic, Lancaster County, granting to the Company permission to erect a pole line along the public road from the car-barn of the Lancaster and York Furnace Street Railway Company to Marticville:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves the said contract, hereto attached:



**MUNICIPAL CONTRACT DOCKET NO. 33—1915.**

In the matter of the application of Delaware County Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the approval of a contract between said Company and the Borough of Lansdowne, for lighting the streets of the Borough for a period of five years, and providing for certain free service.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Delaware County Electric Company, by petition in writing for the approval of a certain written contract, dated the 28th day of December, 1914, between the Delaware County Electric Company and the Borough of Lansdowne, for lighting the streets of the Borough for a period of five years, and providing for certain free service.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of March, 1915, approves the said contract, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 34—1915.**

In the matter of the application of Delaware County Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the approval of a contract between said Company and the County of Delaware, for lighting the public highways surrounding the Court House in Media Borough, said County, for a period of five years.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Delaware County Electric Company, by petition in writing for the approval of a certain written contract, dated the 1st day of October, 1914, between the Delaware County Electric Company and the County of Delaware, for lighting the public highways surrounding the Court House in Media Borough, Delaware County, for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of March, 1915, approves the said contract, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 35—1915.**

In the matter of the application of Delaware County Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the approval of a contract between said Company and the Borough of Swarthmore, for lighting the streets of the Borough for a period of five years, and providing for certain free service.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Delaware County Electric Company, by petition in writing for the approval of a certain written contract, dated the 11th day of Jan-



uary, 1915, between the Delaware County Electric Company and the Borough of Swarthmore, for lighting the streets of the Borough for a period of five years, and providing for certain free service.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of January, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 36—1915.

In the matter of the application of Beacon Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Chester, for lighting the city hall of said city for a period of one year.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Beacon Light Company, by petition in writing for the approval of a certain written contract, dated the 12th day of January, 1915, between the Beacon Light Company and the City of Chester, for lighting the City Hall of said City for a period of one year:

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of March, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 37—1915.

In the matter of the application of the West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an Ordinance contract with the Borough of Adamsburg, for the erection, maintenance and operation of poles, wires, etc., on the streets of the said Borough for the purpose of supplying light, heat and power by means of electricity.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the West Penn Electric Company, by petition in writing, dated the 17th day of February, 1915, for the approval of a certain written contract between said Company and the Borough of Adamsburg, as evidenced by an Ordinance of said borough, enacted the 7th day of August, 1913, and amended the 11th day of December, 1914, and acceptance of said Ordinance, dated the 22nd day of August, 1913, granting to the Company the right to erect, maintain and operate poles, wires, etc. on the streets of the Borough for the purpose of supplying light, heat and power by means of electricity.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves said contract, as evidenced by said ordinance, hereto attached.

**MUNICIPAL CONTRACT DOCKET NO. 38—1915.**

In the matter of the application of The Gettysburg Light Company and the Borough of Gettysburg under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the said borough, for lighting the streets of the borough for a period of five years, and providing for certain free service.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Gettysburg Light Company and the Borough of Gettysburg, by petition in writing for the approval of a certain written contract, dated the 9th day of February, 1915, between The Gettysburg Light Company and the Borough of Gettysburg, for lighting the streets of the Borough for a period of five years, and providing for certain free service.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves the said contract, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 39—1915.**

In the matter of the application of American District Telegraph Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of New Castle, providing for the use by the Company of certain duct space in the conduits owned by the City, for the period of ten years.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the American District Telegraph Company, by petition in writing, dated the 18th day of February, 1915, for the approval of a certain written contract, dated the 10th day of November, 1914, between the said Company and the City of New Castle, providing for the use by the Company of certain duct space in the conduits owned by the city, for the period of ten years.

The Commission now, after investigation and hearing, finds and determines that the approving of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of March, 1915, approves the said contract, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 40—1915.**

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an Ordinance contract with the Borough of Palmyra, granting to said Company the right to construct, maintain and operate an aerial and underground telephone system in the said Borough.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 18th day of February, 1915, for the approval of a certain

written contract between said Company and the Borough of Palmyra, as evidenced by an Ordinance of said Borough, enacted the 9th day of November, 1914, and acceptance thereof, dated the 16th day of November, 1914, granting to the said Company the right to construct, maintain and operate an aerial and underground telephone system in the said Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of March, 1915, approves said contract, as evidenced by said Ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 41—1915.

In the matter of the application of Lehigh Valley Transit Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Catasauqua, providing for the payment of twenty-five cents per year per pole of the Company located in said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Lehigh Valley Transit Company, by petition in writing, dated the 15th day of March, 1915, for the approval of a certain written contract, dated the 6th day of January, 1914, between the said Company and the Borough of Catasauqua, providing for the payment of twenty-five cents per year per pole of the Company located in the Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of April, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 42—1915.

In the matter of the application of Pine Run Street Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an Ordinance contract with the Township of Mifflin, Allegheny County, granting to said Company an extension of time for the construction and operation of the railway of the said Company

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pine Run Street Railway Company, by petition in writing, dated the 24th day of February, 1915, for the approval of a certain written contract between said Company and the Township of Mifflin, Allegheny County, as evidenced by an Ordinance of said Township, enacted the 28th day of December



1914, and acceptance thereof, dated the 11th day of February, 1915, granting to the Railway Company an extension of the time for the construction and operation of the railway of said Company.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of March, 1915, approves said contract, as evidenced by said Ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 43—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Elverson, granting to said company the right to construct, operate and maintain an aerial and underground telephone system within the limits of said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 20th day of February, 1915, for the approval of a certain written contract between said Company and the Borough of Elverson, as evidenced by an Ordinance of said Borough, enacted the 4th day of January, 1915, and acceptance thereof, dated the 12th day of January, 1915, granting to the said Company the right to construct, operate and maintain an aerial and underground telephone system within the limits of the Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of March, 1915, approves the said contract, as evidenced by said Ordinance and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 44—1915.

In the matter of the application of Pennsylvania Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Rankin, for furnishing water to the Borough for a period of ten years at schedule rates.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Water Company, by petition in writing, dated the 25th day of February, 1915, for the approval of a certain written contract, dated the 9th day of February, 1915, and Resolution, dated the 18th day of February, 1915, between the said Company and the Borough of Rankin, providing for the furnishing of water to the Borough for a period of ten years, at schedule rates.

The Commission now, after investigation and hearing, finds and determines that the approving of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of March, 1915, approves the said contract, with accompanying Resolution, hereto attached.



**MUNICIPAL CONTRACT DOCKET NO. 45—1915.**

In the matter of the application of Edison Light & Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of York, providing for the furnishing of electrical current for flashing fifteen 32 candle-power lamps for signaling patrolmen in said City.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Edison Light & Power Company, by petition in writing, dated the 27th day of February, 1915, for the approval of a certain written contract, between the said Company and the City of York, dated the 25th day of February, 1915, providing for the furnishing of electrical current for flashing fifteen 32 candle-power lamps for signalling patrolmen in said City.

The Commission now, after investigation and hearing, finds and determines that the approving of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of March, 1915, approves the said contract, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 46—1915.**

In the matter of the application of Edison Light & Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of York, for furnishing electric current for illuminating seventy-six 4 candle-power lamps located at the fire alarm boxes in the said City.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Edison Light & Power Company, by petition in writing, dated the 27th day of February, 1915, for the approval of a certain written contract, dated the 25th day of February, 1915, between the said Company and the City of York, providing for the furnishing of electric current for illuminating seventy-six 4 candle-power lamps located at the fire alarm boxes in the said City.

The Commission now, after investigation and hearing, finds and determines that the approving of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of March, 1915, approves the said contract, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 47—1915.**

In the matter of the application of Duquesne Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Road Supervisors of Ross Township for lighting for a period of five years, certain highways of said Township.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Duquesne Light Company, by petition in writing for the approval of a certain written contract, dated the 25th day of January, 1915, be-

tween the Duquesne Light Company and the Road Supervisors of Township of Ross, Allegheny County, for lighting for a period of five years, certain highways of said Township.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 17th day of March 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 48—1915.

In the matter of the application of The United Electric Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Fairview for lighting for a period of five years, certain public highway in said Township extending through the Village of New Market.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The United Electric Company, by petition in writing for the approval of a certain written contract, dated the 30th day of January, 1915, between The United Electric Company and the Township of Fairview, York County, for lighting for a period of five years, certain public highway in said Township extending through the village of New Market.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 7th day of April, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 49—1915.

In the matter of the application of The United Electric Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Fairview for lighting Umberta Street in the Village of Bella Vista, in said Township, for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The United Electric Company, by petition in writing for the approval of a certain written contract, dated the 30th day of January, 1915, between The United Electric Company and the Township of Fairview, York County, for lighting Umberta Street in the Village of Bella Vista, in said township for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of May, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 50—1915.

In the matter of the application of Borough of Miners Mills, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and The Wilkes-Barre Company for lighting the streets of the Borough for a period of seven years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Miners Mills, by petition in writing for the approval of a certain written contract, dated the 20th day of February, 1915, between the Borough of Miners Mills and The Wilkes-Barre Company, for lighting the streets of the Borough for a period of seven years.

The Commission now, after investigation and hearing, determines that the granting to this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 17th day of March, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 51—1915.

In the matter of the application of City of Allentown, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said City and The Central Railroad Company of New Jersey, et al., granting to the City the right to lay and maintain certain sewer pipes under the right of way and property of the companies at a certain point in said City.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Allentown, by petition in writing, dated the 2nd day of March, 1915, for the approval of a certain written contract, dated the 30th day of December, 1914, entered into jointly by the said city. The Central Railroad Company of New Jersey (lessee in possession of and operating the Lehigh and Susquehanna Railroad Company and The Lehigh Coal and Navigation Company owner and lessor of said Lehigh and Susquehanna Railroad Company), said contract granting to the City the right to lay and maintain certain sewer pipes under the right of way and property of the said companies, at a point in the Fourteenth Ward of the said City as indicated on the plan attached to said contract.

The Commission now, after investigation and hearing, finds and determines that the approving of this petition is necessary or proper for the service, accommodation, convenience, or safety of the public, and accordingly, hereby, on the 17th day of March, 1915, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 52—1915.

In the matter of the application of City of Allentown, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said City and The Lehigh Coal and Navigation Company, granting to the City the right to lay and maintain two sewer pipes under and across the canal and property of the Company at certain points in said City.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Allentown, by petition in writing, dated the 24th day of February, 1915, for the approval of a certain written contract between the said City and The Lehigh Coal and Navigation Company, dated the 29th day of January, 1915, granting to said City the right to lay and maintain two sewer pipes under and across the canal and property of the Company at certain points in the Fourteenth Ward of the City, as indicated on plan attached to said contract.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience, or safety of the public, and accordingly, hereby, on the 17th day of March, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 53—1915.

In the matter of the application of City of Pittsburgh, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said City and the Pittsburgh Junction Railroad Company, providing for the construction and maintenance of an overhead bridge as a public highway above and across right of way and property of Company, in accordance with plan attached to said contract.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Pittsburgh, by petition in writing, dated the first day of March, 1915, for the approval of a certain written contract, dated the 21st day of January, 1915, between the said City and the Pittsburgh Junction Railroad Company, granting to the said City the right to construct and maintain an overhead bridge as a public highway above and across the right of way and property of the said Company at the location shown on, and in accordance with, plan attached to said contract.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience, or safety of the public, and accordingly hereby, on the 7th day of April, 1915, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 54—1915.

In the matter of the application of Inter-Borough Electric Company (Lessee) under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Ambridge, for lighting the streets of the Borough for a period of five years. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Inter-Borough Electric Company (Lessee), by petition in writing for the approval of a certain written contract, dated the 3rd day of February, 1915, between the Inter-Borough Electric Company (Lessee) and Borough of Ambridge, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting to this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 7th day of April, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 55—1915.

In the matter of the application of The West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Masontown for lighting the streets of the Borough for a period of ten years. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The West Penn Electric Company, by petition in writing for the approval of a certain written contract, dated the 18th day of January, 1915, between The West Penn Electric Company and Borough of Masontown, for lighting the streets of the Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting to this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 7th day of April, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 56—1915.

In the matter of the application of The West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the City of Monongahela, granting said company the right to construct, maintain and operate its line of railway on Railroad Street from Second Street southwardly to the Monongahela River Bridge, thence along said bridge to the city line. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The West Penn Electric Company, by petition in writing dated the 4th day of March, 1915, for the approval of a certain written contract between said Company and the City of Monongahela, as evidenced by an ordinance of

said City, enacted the 25th day of January, 1915, and acceptance thereof, dated the 23rd day of February, 1915, granting to the said Company the right to construct, maintain and operate its line of railway on Railroad Street, from Second Street southwardly to the Monongahela River Bridge, thence along said bridge to the city line.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience, or safety of the public, and accordingly hereby, on the 7th day of April, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

### MUNICIPAL CONTRACT DOCKET NO. 57—1915.

In the matter of the application of Southern Pennsylvania Traction Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between the Union Railway Company of Chester, Pa., the Southern Pennsylvania Traction Company (Lessee of said Union Railway Company of Chester, Pa.) and the County of Delaware, providing for the maintenance of railway tracks over and upon a county bridge at "Hook Creek" in Lower Chichester Township, Delaware County; etc.

#### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Southern Pennsylvania Traction Company, by petition in writing, filed the 1st day of April, 1915, for the approval of a certain written contract, dated the 20th day of February, 1915, entered into by the Union Railway Company of Chester, Pa., of the one part; the Southern Pennsylvania Traction Company (Lessee of the said Union Railway Company of Chester, Pa.) of the second part; and the County of Delaware, of the third part; granting to the railway companies the right to maintain their tracks over and upon a county bridge at "Hook Creek" on the Wilmington Post Road, Lower Chichester Township, Delaware County, and providing for change of tracks of companies, and the proportionate cost of construction and maintenance of the bridge.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience, or safety of the public, and accordingly hereby, on the 7th day of April, 1915, approves the said contract, hereto attached.

### MUNICIPAL CONTRACT DOCKET NO. 58—1915.

In the matter of the application of Southern Pennsylvania Traction Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company, Lessee, and the County of Delaware, granting to the County the right to use for public travel the Company's bridge over Ridley Creek in Upper Providence Township, Delaware County, and providing for certain changes and improvements to the said bridge to be made by the said County.

#### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Southern Pennsylvania Traction Company, by petition in writing, filed the 1st day of April, 1915, for the approval of a certain written con-

tract, dated the 20th day of February, 1915, between the said Company (Lessee of and operating the Media, Glen Riddle & Rockdale Electric Street Railway Company in the County of Delaware) and the County of Delaware, granting to the said County the right to use for the purpose of public travel the bridge of the said Company over Ridley Creek, in Upper Providence Township, said County, and providing for certain changes and improvements to the said bridge to be made by the County.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience, or safety of the public, and accordingly hereby, on the 7th day of April, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 59—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Wernersville, granting said Company the right to construct, maintain and operate an aerial and underground telephone system within the limits of said Borough, and also for the approval of a contract between said Company and the Borough, providing for certain free service.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 3rd day of March, 1915, for the approval of a certain written contract between said Company and the Borough of Wernersville, as evidenced by an ordinance of said Borough, enacted the 12th day of January, 1915, and acceptance thereof dated the 21st day of January, 1915, granting said company the right to construct, maintain and operate an aerial and underground telephone system within the limits of said borough, and also for the approval of a contract between said Company and Borough providing for certain free service to be furnished the Borough by the Company, dated the 6th day of February, 1915.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience, or safety of the public, and accordingly hereby, on the 7th day of April, 1915, approves said contracts, as evidenced by said ordinance, acceptance thereof, and agreement, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 60—1916.

In the matter of the application of Mt. Washington Street Railway Company and the Pittsburgh Railways Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract entered into by the said companies and the Borough of Dormont, granting to the said Borough the right to lay and maintain a 15-inch terra cotta storm sewer under the right of way and tracks of the said companies in said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Mt. Washington Street Railway Company and the Pittsburgh Railways Company, by petition in writing dated the 9th day of March, 1915,



for the approval of a certain written contract, dated the 26th day of February, 1915, entered into by the Mt. Washington Street Railway Company and the Pittsburgh Railways Company (Lessee of the said Mt. Washington Street Railway Company) with the Borough of Dormont, granting to the said Borough the right to lay and maintain a 15-inch terra cotta storm sewer under the right of way and tracks of the railway companies at a location in said Borough as shown on blue print attached to said contract.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience, or safety of the public, and accordingly hereby, on the 7th day of April, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 61—1915.

In the matter of the application of Borough of Jersey Shore, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Jersey Shore Electric Company for lighting the streets of the Borough for a period of ten years.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Jersey Shore, by petition in writing for the approval of a certain written contract, dated the first day of March, 1915, between the Borough of Jersey Shore and the Jersey Shore Electric Company, for lighting the streets of the Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting to this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 7th day of April, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 62—1915.

In the matter of the application of Solar Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Brookville for lighting the streets of said Borough for a period of five years.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Solar Electric Company, by petition in writing for the approval of a certain written contract, dated the 20th day of November, 1914, between the Solar Electric Company and the Borough of Brookville, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting to this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 21st day of April 1915, approves the said contract, hereto attached.



## MUPNICIPAL CONTRACT DOCKET NO. 63—1915.

In the matter of the application of the Borough of Steelton and the Harrisburg Light & Power Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between the said Borough and said Company, supplementing an existing contract for lighting the streets and public places of said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Steelton and the Harrisburg Light & Power Company, by petition in writing, dated the 16th day of March, 1915, for the approval of a certain written contract between said Borough and said Company, dated the 30th day of January, 1915, supplementing an existing contract for lighting the streets and public places of said Borough entered into by and between the Borough of Steelton and the Steelton Light, Heat and Power Company (which company was later consolidated with the petitioning company) and dated the 6th day of April, 1909.

The Commission now, after investigation and hearing, finds and determines that the approving of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 18th day of March, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 63½—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract between said Company and the Borough of Robesonia, granting to the Company the right to construct, maintain and operate an aerial and underground telephone system within the limits of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 8th day of March, 1915, for the approval of a certain written contract between said Company and the Borough of Robesonia, as evidenced by an ordinance of said Borough, enacted the 4th day of February, 1915, and acceptance thereof, dated the 19th day of February, 1915, granting to the said Company the right to construct, maintain and operate an aerial and underground telephone system within the limits of the said Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience, or safety of the public, and accordingly hereby, on the 7th day of April, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 64—1915.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract between said Company and the Borough of Tarentum, granting to said Company the right to construct, maintain and operate an aerial and underground telephone system within the limits of the Borough, and repealing a certain former ordinance.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 8th day of March, 1915, for the approval of a certain written contract between the said Company and the Borough of Tarentum, as evidenced by an ordinance, enacted the 23rd day of November, 1914, and acceptance thereof, dated January 6th, 1915, granting to said Company the right to construct, maintain and operate an aerial and underground telephone system within the limits of the Borough, and repealing a certain ordinance, enacted the 5th day of January, 1885, entitled: "An Ordinance granting The Central District and Printing Telegraph Company the right to erect telegraph poles in the Borough of Tarentum."

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience, or safety of the public, and accordingly hereby, on the 7th day of April, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 65—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for approval of an ordinance contract with the Borough of Lebanon Independent, granting said company the right to construct, maintain and operate an aerial and underground telephone system within the limits of said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 8th day of March, 1915, for approval of a certain written contract between said company and the Borough of Lebanon Independent, as evidenced by an ordinance of said Borough, enacted the 8th day of February, 1915, and acceptance thereof, dated the 15th day of February, 1915, granting said company the right to construct, maintain and operate an aerial and underground telephone system within the limits of said Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience, or safety of the public, and accordingly hereby, on the 7th day of April, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 66—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for approval of an ordinance contract with the Borough of Tamaqua, granting said company the right to construct, maintain and operate an aerial and underground telephone system within the limits of said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 8th day of March, 1915, for the approval of a certain written contract between said company and the Borough of Tamaqua, as evidenced by an ordinance of said Borough, enacted the 5th day of January, 1915, and acceptance thereof, dated the 22d day of January, 1915, granting said company the right to construct, maintain and operate an aerial and underground telephone system within the limits of said Borough.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience, or safety of the public, and accordingly hereby, on the 7th day of April, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 67—1915.

In the matter of the application of Borough of Coudersport and Home Electric Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the said Borough for lighting the streets of the Borough for a period of one year, and installing the necessary wires and fixtures therefor.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Coudersport and the Home Electric Company, by petition in writing for the approval of a certain written contract, (as evidenced by an ordinance of said Borough, enacted the first day of February, 1915, and acceptance thereof by said Company, dated the 9th day of February, 1915,) between the Borough of Coudersport and the Home Electric Company, for lighting the streets of the borough for a period of one year, and installing the necessary wires and fixtures therefor.

The Commission now, after investigation and hearing, determines that the granting to this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 7th day of April, 1915, approves the said contract, hereto attached.



**MUNICIPAL CONTRACT DOCKET NO. 68—1915.**

In the matter of the application of Equitable Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Etna, providing that the Company shall furnish to the Borough free of charge 200,000 cubic feet of natural gas for the period of one year.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Equitable Gas Company, by petition in writing, dated the 11th day of March, 1915, for the approval of a certain written contract, dated the 9th day of March, 1915, between said Company and the Borough of Etna, providing that the Company shall furnish to the Borough free of charge 200,000 cubic feet of natural gas for the period of one year.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience, or safety of the public, and accordingly hereby, on the 7th day of April, 1915, approves the said contract, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 69—1915.**

In the matter of the application of the West Penn Railways Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Scottdale, fixing the amount of taxes the said Railways Company shall pay to the Borough on cars of the company operated in the Borough under certain franchises.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the West Penn Railways Company, by petition in writing, dated the 22d day of March, 1915, for the approval of a certain written contract, dated the 1st day of March, 1915, between the said Company and the Borough of Scottdale, fixing the amount of taxes the said Railway Company shall pay to the Borough on cars of the company operated in the Borough under certain franchises.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of April, 1915, approves the said contract, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 70—1915.**

In the matter of the application of the Interborough Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Harmony, Beaver County, for furnishing electric current to the Township for the period of one year.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Interborough Electric Company, by petition in writing, dated the 26th day of March, 1915, for the approval of a certain written contract,



dated the 28th day of December, 1914, between the said company and the Township of Harmony, Beaver County, for furnishing electric current to the Township for the period of one year.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of April, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO 71—1915.

In the matter of the application of Philadelphia Suburban Gas and Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Upper Darby, Delaware County, for lighting the streets of the township by means of gas, for a period of three years .

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Philadelphia Suburban Gas and Electric Company, by petition in writing for the approval of a certain written contract, dated the 2nd day of June, 1914, between the Philadelphia Suburban Gas and Electric Company and the Township of Upper Darby, Delaware County, for lighting the streets of the Township for a period of three years, by means of gas.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 21st day of April, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 72—1915.

In the matter of the application of Philadelphia Suburban Gas and Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Norwood for lighting the streets of the borough by means of gas, for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Philadelphia Suburban Gas and Electric Company, by petition in writing for the approval of a certain written contract, dated the 27th day of July, 1914, between the Philadelphia Suburban Gas and Electric Company and the Borough of Norwood for lighting the streets of the Borough for a period of five years, by means of gas.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 21st day of April, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 73—1915.

In the matter of the application of Philadelphia Suburban Gas and Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Milbourne, for lighting the streets of the borough by means of gas, for a period of 19 months.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Philadelphia Suburban Gas and Electric Company, by petition in writing for the approval of a certain written contract, dated the first day of June, 1914, between the Philadelphia Suburban Gas and Electric Company and the Borough of Milbourne for lighting the streets of the Borough for a period of nineteen months, by means of gas.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 21st day of April, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 74—1915.

In the matter of the application of Bentleyville Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Bentleyville, granting said company the right to construct, maintain and operate a telephone system within the limits of the said borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Bentleyville Telephone Company, by petition in writing, dated the 27th day of March, 1915, for the approval of a certain written contract, between said Company and the Borough of Bentleyville, as evidenced by an ordinance of said Borough, enacted the 15th day of February, 1915, and acceptance thereof, granting said company the right to construct, maintain and operate a telephone system within the limits of the said Borough:

The Commission, now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 21st day of April, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 77—1915.

In the matter of the application of Borough of Cresson, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and The Pennsylvania Railroad Company granting to said Borough the right to use a six-inch water pipe line situate on Keystone Avenue, between First and Sixth Streets, until and including August 5th, 1915.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Cresson, by petition in writing, dated the 26th day of March, 1915, for the approval of a certain written contract, dated the 9th day of December, 1914, between the said Borough and the Pennsylvania Railroad Company, granting to the said Borough the right to use a six inch water pipe line situate on Keystone Avenue between First and Sixth Streets, until and including August 5th, 1915:

The Commission, now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 7th day of April, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 78—1915.

In the matter of the application of Borough of Cresson, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Summit Water Supply Company, providing for the furnishing to said Borough of water to the amount of 200,000 gallons per 24 hours until and including August 5th, 1915.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Cresson, by petition in writing, dated the 26th day of March, 1915, for the approval of a certain written contract, dated the 9th day of December, 1914, between the said Borough and the Summit Water Supply Company, providing for the furnishing to said Borough of water to the amount of 200,000 gallons per 24 hours until and including August 5th, 1915:

The Commission, now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 7th day of April, 1915, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 79—1915.

In the matter of the application of the Borough of Parsons, under Section 11, Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the approval of a contract between the said Borough and the Central Railroad Company of New Jersey, Lessee, granting to the Borough permission to lay, maintain and use a six inch terra cotta sewer pipe across the right-of-way and tracks of the Railroad Company at eleven points in said Borough as shown on plan attached to contract.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Parsons, by petition in writing, dated the 31st day of March, 1915, for the approval of a certain written contract, dated the 11th day of February, 1915, between the said Borough and The Central Railroad Company of New Jersey, Lessee in possession of, and operating, the Lehigh & Susquehanna Railroad, including the Nanticoke Railroad, generally known as the "Nanticoke Branch," granting to the Borough permission to lay, maintain and use a six inch terra cotta sewer pipe across the right-of-way and tracks of the Railroad Company at eleven points in said Borough as shown on plan attached to contract.

The Commission, now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 21st day of April, 1915, approves the said contract, hereto attached.

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MUNICIPAL CONTRACT DOCKET NO. 80—1915.

In the matter of the application of Colemanville Water and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and Martie Township, Lancaster County, granting to the Company the right to construct, maintain and operate a power line on certain roads in said Township.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Colemanville Water and Power Company, by petition in writing, dated the 14th day of April, 1915, for the approval of a certain written contract, dated the 20th day of March, 1915, between the said Company and Martie Township, Lancaster County, granting to the Company the right to construct, maintain and operate a power line on certain roads in said Township.

The Commission, now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 21st day of April, 1915, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 81—1915.

In the matter of the application of Allegheny Valley Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of East Deer, Allegheny County, for lighting the streets of the Township for a period of five years. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Allegheny Valley Light Company by petition in writing for the approval of a certain written contract, dated the 31st day of March, 1915, between the Allegheny Valley Light Company and the Township of East Deer, Allegheny County, for lighting the streets of the Township for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 21st day of April, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 82—1915.

In the matter of the application of City of Reading and the Metropolitan Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said City and the said Company for lighting the streets of the City for a period of five years. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Reading and the Metropolitan Electric Company by petition in writing for the approval of a certain written contract, dated the 31st day of March, 1915, between the City of Reading and the Metropolitan Electric Company for lighting the streets of the City for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 21st day of April, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 83—1915.

In the matter of the application of City of Reading and the Consumers' Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said City and the said Company for lighting certain streets, bridges, parks, etc., of the City, by means of gas, for a period of five years. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Reading and the Consumers' Gas Company, by petition in writing for the approval of a certain written contract, dated the 18th

day of March, 1915, between the City of Reading and the Consumers' Gas Company, for lighting the streets of the City for a period of five years, certain streets, bridges, parks, etc., of the City, by means of gas.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 21st day of April, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 84—1915.

In the matter of the application of Duquesne Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Bridgeville, for lighting the streets of the Borough for a period of five years. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Duquesne Light Company, by petition in writing for the approval of a certain written contract, dated the 30th day of March, 1915, between the said Duquesne Light Company and the Borough of Bridgeville, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 21st day of April, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 85—1915.

In the matter of the Application of the Harwood Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Kline, Schuylkill County, for lighting the streets of the village of Kelayres, in said township, for a period of 120 months. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Harwood Electric Company, by petition in writing for the approval of a certain written contract, dated the 18th day of January, 1915, between The Harwood Electric Company and the Township of Kline, Schuylkill County, for lighting the streets of the village of Kelayres, in said township, for a period of 120 months.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 21st day of April, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 86—1915.

In the matter of the application of the Borough of Dravosburg, under Section 11, Article III, and Section 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract entered into by said Borough and the Pittsburgh Railways Company, et al., providing for the payment by said Companies to the Borough of a certain sum for relocation and improvement of certain streets; and for the settlement of certain equity suits between said parties.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Dravosburg, by petition in writing, dated the 27th day of February, 1915, for the approval of a certain written contract, dated the 27th day of February, 1915, entered into by the said Borough and the Pittsburgh Railways Company, the United Traction Company of Pittsburgh and the Glenwood and Dravosburg Electric Street Railway Company, providing for the payment by the said Railways Companies to the said Borough of the sum of \$13,000, in consideration of the relocation, regrading and widening of certain streets in the Borough, in accordance with plans attached to said contract; and providing for the settlement and discontinuance of certain equity suits between the said companies and borough:

The Commission, now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 5th day of May, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 87—1915.

In the matter of the application of Edison Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of York, for lighting the streets of the City for a period of ten years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Edison Light and Power Company, by petition in writing for the approval of a certain written contract, dated the 5th day of April, 1915, between the said Edison Light and Power Company and the City of York, for lighting the streets of the City for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 23rd day of April, 1915, approves the said contract, hereto attached.



**MUNICIPAL CONTRACT DOCKET NO. 88—1915.**

In the matter of the application of the City of Altoona, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said City and the Pennsylvania Railroad Company, granting to the City the right to use and maintain and construct a fifteen inch vitrified clay pipe sewer under the right-of-way and tracks of the Railroad Company at three locations as shown on blue print attached to said contract.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Altoona, by petition in writing, dated the 9th day of April, 1915, for the approval of a certain written contract, dated the 10th day of March, 1915, between the said City and the Pennsylvania Railroad Company, granting to the City the right to use and maintain and construct a fifteen inch vitrified clay pipe sewer under the right-of-way and tracks of the Railroad Company at three locations as shown on blue print attached to said contract.

The Commission, now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 5th day of May, 1915, approves the said contract, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 89—1915.**

In the matter of the application of Columbia & Montour Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Briar Creek for lighting the streets of the Township for a period of five years.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Columbia & Montour Electric Company, by petition in writing for the approval of a certain written contract, dated the 6th day of February, 1915, between the Columbia & Montour Electric Company and the Supervisors of Briar Creek Township, Columbia County, for lighting the streets of the township for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 5th day of May, 1915, approves the said contract, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 90—1915.**

In the matter of the application of The Pennsylvania Light, Heat and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract between the said Company and the City of Pittsburgh, providing for the payment of a fixed sum of money by the company to the city in lieu of an annual tax of two and one-half per cent. on the gross receipts of the Company.

**CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Light, Heat and Power Company, by petition in writing, dated the 14th day of April, 1915, for the approval of a certain written



contract between said Company and the City of Pittsburgh, as evidenced by an ordinance of said City, enacted the 19th day of January, 1915, and acceptance thereof, dated the 15th day of February, 1915, and an ordinance of said City enacted the 16th of February, 1915, amending the first mentioned ordinance, and acceptance thereof, dated the 11th day of March, 1915; providing for the payment by the Company to the City of the fixed sum of five thousand dollars, per annum, in lieu of an annual tax of two and one-half per cent. on the gross receipts of the Company, chargeable under a former ordinance:

The Commission, now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 5th day of May, 1915, approves said contract, as evidenced by said ordinances and acceptances thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 91—1915.

In the matter of the application of Carnegie, Heidelberg and Bridgeville Street Railway Company and Pittsburgh Railways Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract entered into by said companies with the Township of Scott, Allegheny County, for the re-arrangement and reconstruction of the tracks of the first named company on Carothers Avenue, said Township.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Carnegie, Heidelberg and Bridgeville Street Railway Company and the Pittsburgh Railways Company, by petition in writing, dated the 14th day of April, 1915, for the approval of a certain written contract entered into by the said companies with the Township of Scott, Allegheny County, as evidenced by a Resolution of the Commissioners of said Township, passed on September 1st, 1914, and acceptance thereof, dated the 31st day of March, 1915, providing for the re-arrangement and reconstruction of the tracks of the Carnegie, Heidelberg and Bridgeville Street Railway Company, on Carothers Avenue, in said Township:

The Commission, now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 5th day of May, 1915, approves said contract, as evidenced by said Resolution and acceptance thereof, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 92—1915.

In the matter of the application of the West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Dawson, for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the West Penn Electric Company, by petition in writing for the approval of a certain written contract, dated the 6th day of April, 1915, between the West Penn Electric Company and the Borough of Dawson, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 2d day of June, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 93—1915.

In the matter of the application of Duquesne Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Duquesne, for furnishing to the Borough electric current for operating twenty-six 25-Watt incandescent multiple lamps.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Duquesne Light Company, by petition in writing, dated the 16th day of April, 1915, for the approval of a certain written contract, dated the 20th day of March, 1915, between the said Company and the Borough of Duquesne, for furnishing to the Borough electric current for operating twenty-six 25-Watt incandescent multiple lamps.

The Commission, now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of May, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 94—1915.

In the matter of the application of Borough of Duncannon, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Pennsylvania Railroad Company, granting to said Borough the right to construct and maintain certain electric equipment over and across the right-of-way and tracks of the said Company in the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Duncannon, by petition in writing, dated the 12th day of May, 1915, for the approval of a certain written contract between the said Borough and the Pennsylvania Railroad Company, dated the 5th day of February, 1915, granting to the said Borough the right to construct, and maintain one Number Six 110 Volt insulated electric wire over and across the right of way and tracks of the said Company, at a point distant 10,310 feet northeast from Mile Post 119 west from Philadelphia, on Duncannon Old Line of the Middle Division, in the Borough of Duncannon:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of May, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 96—1915.

In the matter of the application of Borough of Duncannon, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Pennsylvania Railroad Company, granting to the Borough the right to construct and maintain certain electrical equipment over and across the tracks and right-of-way of the said Company at a certain point in the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Duncannon, by petition in writing, dated the 12th day of May, 1915, for the approval of a certain written contract, dated the 5th day of February, 1915, between the said Borough and The Pennsylvania Railroad Company, granting to the said Borough the right to construct and maintain one pair Number Fourteen twisted telephone wires, and certain other wires as specified, over and across the tracks and right-of-way of the said Railroad Company on the line of Hickory Alley, at a point distant 6,581 feet southwest from Mile Post 119, west from Philadelphia, on Old Line Siding of the Middle Division, in the Borough of Duncannon:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of May, 1915, approves the said contract, hereto attached:

## MUNICIPAL CONTRACT DOCKET NO. 97—1915.

In the matter of the application of Duquesne Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Pittsburgh, for furnishing electric current to the City for operating its street lighting system and for lighting certain municipal buildings and for power in that portion of the City north of the Allegheny and Ohio Rivers, for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Duquesne Light Company, by petition in writing, dated the 14th day of April, 1915, for the approval of a certain written contract, dated the 3d day of March, 1915, between the said Company and the City of Pittsburgh, for furnishing electric current to the City for operating its street lighting system and for lighting certain municipal buildings and for power in that portion of the City north of the Allegheny and Ohio Rivers for a period of five years.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of May, 1915, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 99—1915.

In the matter of the application of Warren Street Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Warren, granting to said Company the right to replace with double track its present single track between certain points on Pennsylvania Avenue in said Borough, and operate its cars thereon.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Warren Street Railway Company, by petition in writing, dated the 16th day of April, 1915, for the approval of a certain written contract between said Company and the Borough of Warren, as evidenced by an ordinance of said Borough, adopted and approved the 12th day of April, 1915, and acceptance thereof, dated the 21st day of April, 1915, granting to the said Railway Company the right to remove its present single track, and replace the same with double track, on Pennsylvania Avenue, from the east line of Liberty Street to the western terminus of the Race Bridge (so-called) in said Borough, and to operate its cars thereon:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 5th day of May, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 100—1915.

In the matter of the application of Warren Street Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Warren, granting to said Railway Company the right to lay tracks and operate cars upon Conewango Avenue in said Borough from northern boundary limits of Borough as existing on November 15th, 1897, to present boundary line of Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Warren Street Railway Company, by petition in writing, dated the 16th day of April, 1915, for the approval of a certain written contract between said Company and the Borough of Warren, as evidenced by an ordinance of said borough, adopted and approved the 13th day of April, 1915, and acceptance thereof, dated the 21st day of April, 1915, granting to said Railway Company the right to lay its tracks and operate its cars upon Conewango Avenue in said Borough, from the northern boundary line of the Borough as existing on November 15th, 1897, to the present established boundary line of said Borough:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 5th day of May, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 101—1915.

In the matter of the application of Van Pike Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Milford, granting the said Company the right to construct, maintain and operate a telephone system within the limits of said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Van Pike Telephone Company, by petition in writing, dated the 5th day of May, 1915, for the approval of a certain written contract between said Company and the Borough of Milford, as evidenced by an ordinance of said Borough enacted the 8th day of April, 1915, and approved the 10th day of April, 1915, with acceptance thereof, dated the 16th day of April, 1915, granting to the said Company the right to construct, maintain and operate a telephone system within the limits of the said Borough:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of May, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 102—1915.

In the matter of the application of Chapman Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Chapman, providing for the use and occupancy of the Public Highways, Streets and roads in said Township for the construction and maintenance of a line of poles and wire for the transmission of Electricity.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Chapman Electric Company, by petition in writing, dated the 22d day of April, 1915, for the approval of a certain written contract, dated the 12th day of April, 1915, between the said company and the Township of Chapman, providing for the use and occupancy of the Public Highways, Streets and roads in said Township for the construction and maintenance of a line of poles and wire for the transmission of Electricity.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of May, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 103—1915.

In the matter of the application of Counties Gas and Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Bridgeport for lighting certain portions of the streets of the said Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Counties Gas and Electric Company, by petition in writing for the approval of a certain written contract, dated the 5th day of February, 1915, between the Counties Gas and Electric Company and the Borough of Bridgeport, for lighting for a period of five years, certain portions of the streets of the said Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 19th day of May, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 104—1915.

In the matter of the application of Counties Gas and Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and Township of Haverford, for lighting the streets of certain portions of said Township for a period of three years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Counties Gas and Electric Company, by petition in writing for the approval of a certain written contract, dated the 4th day of February, 1915, between the Counties Gas and Electric Company, and Township of Haverford, in the County of Delaware, for lighting for a period of three years, certain portions of the said Township.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 19th day of May, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 105—1915.

In the matter of the application of Wilkes-Barre and West Side Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Wyoming, with respect to the way and manner in which Wyoming Avenue in said Borough shall be paved by the said Railway Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Wilkes-Barre and West Side Railway Company, by petition in writing, dated the 27th day of April, 1915, for the approval of a certain

written contract between said Company and the Borough of Wyoming, as evidenced by ordinances of said Borough, approved respectively the 31st day of March, 1915, and the 8th day of April, 1915, and acceptance of both said ordinances dated the 14th day of April, 1915; said contract providing for way and manner in which Wyoming Avenue, in said Borough, shall be paved by the Railroad Company:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public and accordingly hereby, on the 19th day of May, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereunto attached.

MUNICIPAL CONTRACT DOCKET NO. 106—1915.

In the matter of the application of Allegheny Valley Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Arnold for lighting the streets of the Borough for a period of five years and providing for certain free service.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Allegheny Valley Light Company, by petition in writing for the approval of a certain written contract, dated the 9th day of April, 1915, between the Allegheny Valley Light Company and the Borough of Arnold for lighting the streets of the Borough for a period of five years, and providing for certain free service.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 19th day of May, 1915, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 107—1915.

In the matter of the application of The West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of West Newton, for lighting the streets of the Borough for a period of five years, and providing for certain free service.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the West Penn Electric Company, by petition in writing for the approval of a certain written contract, dated the 9th day of April, 1915, between the West Penn Electric Company and the Borough of West Newton for lighting the streets of the Borough for a period of five years, and providing for certain free service .

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 19th day of May, 1915, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 108—1915.

In the matter of the application of Buffalo & Lake Erie Traction Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract between said company and the City of Erie, granting to said company the right to construct a second track on certain portions of North Park Row, French and East Sixth Streets, in the City of Erie, and single track on certain other streets, said City.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Buffalo & Lake Erie Traction Company, by petition in writing, dated the 10th day of May, 1915, for the approval of a certain written contract between said Company and the City of Erie, as evidenced by an ordinance of said City enacted the 19th day of April, 1915, and acceptance thereof, dated the 6th day of May, 1915, granting to said Company the right to construct a second track on certain portions of North Park Row, French and East Sixth Streets, and single track on certain other streets, all in the City of Erie:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of May, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 109—1915.

In the matter of the application of South Pittsburgh Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Mt. Lebanon, granting to the Company the right to construct, maintain and operate water works for supplying water to the Public in said Township for a period of twenty years, and installing fire hydrants for fire protection, etc., supplying water for sewer system and providing for certain free service.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by South Pittsburgh Water Company, by petition in writing, dated the 30th day of April, 1915, for the approval of a certain written contract, dated the 16th day of March, 1915, between the said Company and the Township of Mt. Lebanon, granting to the Company the right to construct, maintain and operate water works for supplying water to the Public in said Township for a period of twenty years, and installing fire hydrants for fire protection, etc., supplying water for sewer system and providing for certain free service:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of May, 1915, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 110—1915.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Eastvale, granting said Company the right to construct, maintain and operate its telephone system within the limits of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 29th day of April, 1915, for the approval of a certain written contract between said Company and the Borough of Eastvale, as evidenced by an ordinance of said Borough, enacted the 3d day of February, 1915, and approved the 5th day of February, 1915, with acceptance thereof, dated the 15th day of February, 1915, granting said Company the right to construct, maintain and operate its telephone system within the limits of the Borough:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3d day of June, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 111—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract with the Borough of Houtzdale, granting said Company the right to construct, maintain and operate its telephone system within the limits of the Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 27th day of April, 1915, for the approval of a certain written contract between said Company and the Borough of Houtzdale, as evidenced by an ordinance of said Borough, enacted and approved on the 6th day of April, 1915, and acceptance thereof, dated the 13th day of April, 1915, granting said Company the right to construct, maintain and operate its telephone system within the limits of the Borough:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3d day of June, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 113—1915.

In the matter of the application of Luzerne County Gas and Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Forty Fort, for lighting certain streets of the Borough, for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Luzerne County Gas and Electric Company, by petition in writing for the approval of a certain written contract, dated the 24th day of April, 1915, between the Luzerne County Gas and Electric Company and the Borough of Forty Fort, for lighting for a period of five years certain streets of the Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 2d day of June, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 114—1915.

In the matter of the application of Borough of Falls Creek, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an ordinance contract between said Borough and the DuBois Electric Company for lighting the streets of the Borough for a period of five years, and granting the Company the right to construct a service line.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Falls Creek, by petition in writing, dated the 17th day of March, 1915, for the approval of a certain written contract, between the Borough of Falls Creek, and the DuBois Electric Company, as evidenced by an ordinance of the said Borough, enacted the 10th day of December, 1914, and approved the 17th day of December, 1914, with acceptance thereof, dated the 28th day of December, 1914, providing for the lighting of the streets of the Borough for a period of five years, and granting the Company the right to construct a service line.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 2d day of June, 1915, approves said contract, as evidenced by said ordinance and acceptance thereof, hereto attached.

**MUNICIPAL CONTRACT DOCKET NO. 115—1915.**

In the matter of the application of the Duquesne Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Westwood, for lighting the streets of the Borough, for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Duquesne Light Company, by petition in writing for the approval of a certain written contract, dated the 13th day of April, 1915, between the Duquesne Light Company and the Borough of Westwood, for lighting the streets of the Borough, for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 2d day of June, 1915, approves the said contract, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 116—1915.**

In the matter of the application of the Duquesne Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Verona, for lighting the streets of the Borough for a period of five years, and providing for certain free service, also terminating and cancelling former contract.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Duquesne Light Company, by petition in writing for the approval of a certain written contract, dated the 31st day of March, 1915, between the Duquesne Light Company and the Borough of Verona for lighting the streets of the Borough, for a period of five years, providing for certain free service, also terminating and cancelling former contract.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 3d day of June, 1915, approves the said contract, hereto attached.

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**MUNICIPAL CONTRACT DOCKET NO. 117—1915.**

In the matter of the application of Penn Central Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the County of Mifflin, granting to the Company the right to construct and maintain a line of four inch pipe over and across a County bridge spanning the Juniata river on the main Highway leading from Lewistown to Lewistown Junction.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Penn Central Light and Power Company, by petition in writing, dated the 29th day of April, 1915, for the approval of a certain written contract between the said Company and the Commissioners of Mifflin County, dated

the 2d day of April, 1915, granting to the Company the right to construct and maintain a line of four-inch pipe over and across a County bridge spanning the Juniata river on the main highway leading from Lewistown to Lewistown Junction.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3d day of June, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 118—1915.

In the matter of the application of Duquesne Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Crafton, for lighting the streets of the Borough, for a period of three years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Duquesne Light Company, by petition in writing for the approval of a certain written contract, dated the 4th day of May, 1915, between the Duquesne Light Company and the Borough of Crafton, for lighting the streets of the Borough, for a period of three years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 2d day of June, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 119—1915.

In the matter of the application of the Clear Springs Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Whitehall, providing for furnishing, erecting and maintaining certain fire hydrants in the Township, and supplying water for fire protection, also fixing rate for individual consumers.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Clear Springs Water Company, by petition in writing, dated the 11th day of May, 1915, for the approval of a certain written contract, dated the 12th day of April, 1915, between the said Company and the Township of Whitehall, providing for furnishing, erecting and maintaining certain fire hydrants in the Township, and supplying water for fire protection, also fixing rate for individual consumers:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3d day of June, 1915, approves the said contract, hereto attached.



## MUNICIPAL CONTRACT DOCKET NO. 120—1915.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said company and the Borough of Coraopolis, providing for the replacement and joint use of certain poles in said Borough, etc.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 13th day of May, 1915, for the approval of a certain written contract between the said telephone company and the Borough of Coraopolis, providing for the removal of certain of the Telephone Company's poles, and for the replacement, erection and joint use of certain poles in said Borough, as described in the agreement, between the said Telephone Company and the said Borough, dated the 20th day of April, 1915, and blue print attached thereto; under the terms and conditions as set forth in said agreement, a copy of which is filed with the petition:

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the Borough to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles, nor the running of such lines, if such approval is required under the statutes of this State.

## MUNICIPAL CONTRACT DOCKET NO. 121—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an Ordinance contract between said Company and the Borough of Kingston, providing for the amendment of the eighth section of an Ordinance passed October 15th, 1913.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 13th day of May, 1915, for the approval of a certain written contract between said Company and the Borough of Kingston, as evidenced by an Ordinance of said Borough, enacted the 11th day of January, 1915, and approved the 9th day of March, 1915, amending an Ordinance of said Borough, approved on the 15th day of October, 1913.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves said contract, as evidenced by said Ordinance, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 124—1915.

In the matter of the application of the Borough of Edgewood, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Pennsylvania Railroad Company, providing for the construction of a subway under the tracks of the said Company, between East Hutchinson Avenue and Pennwood Avenue of the said Borough, the widening and extension of the roadbed of the said Company in the said Borough, etc.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Edgewood, by petition in writing, dated the 27th day of April, 1915, for the approval of a contract, dated the 31st day of December, 1914, between the said Borough and the Pennsylvania Railroad Company, providing for the construction of a subway under the tracks of the said Company, between East Hutchinson Avenue and Pennwood Avenue of the said Borough, the widening and extension of the roadbed of the said Company, in the said Borough, located along and across certain ground now occupied by a portion of Railroad Street between the southerly line of East Hutchinson Avenue and the northerly line of Walnut Street, in said Borough, etc.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves the said contract, hereto attached.

## MUNICIPAL CONTRACT DOCKET NO. 125—1915.

In the matter of the application of the Borough of Wyomissing, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Sinking Spring Water Company, granting to the Company the right to sell all its fire hydrants to the Borough, to install more if needed at cost, and to furnish water for fire protection at \$5.50 per hydrant per year.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Wyomissing, by petition in writing, dated the 15th day of May, 1915, for the approval of a contract, dated the 13th day of May, 1915, between the said borough and the Sinking Spring Water Company, granting to the Company the right to sell all its fire hydrants to the Borough, to install more if needed at cost, and to furnish water for fire protection at \$5.50 per hydrant per year.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 126—1915.

In the matter of the application of the Duquesne Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Mount Oliver, for lighting the streets of the Borough for a period of five years.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Duquesne Light Company, by petition in writing for the approval of a certain written contract, dated the 8th day of May, 1915, between the said Company and the Borough of Mount Oliver, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 129—1915.

In the matter of the application of the West Penn Lighting Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Canonsburg, for lighting the streets of the Borough for a period of five years, and providing for certain free service.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the West Penn Lighting Company, by petition in writing for the approval of a certain written contract, dated the 5th day of April, 1915, between the West Penn Lighting Company and the Borough of Canonsburg, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 130—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Harrisburg, providing for the sale, by said Company to said City, of three poles situated on North Second Street, Harrisburg.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 25th day of May, 1915, for the approval of a certain written contract, dated the 2nd day of December, 1913, providing for the sale, by the said



Company of the City of Harrisburg, of three poles situated on the east side of North Second Street, between Cumberland and Broad Streets, in the said City of Harrisburg.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 134—1915.

In the matter of the application of the Borough of Goldsboro, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Pennsylvania Railroad Company, Lessee, granting to the Borough the right to construct and maintain certain electric equipment over and across the right of way and tracks of said Company, in the Borough of Goldsboro.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Goldsboro, by petition in writing, dated the 29th day of May, 1915, for the approval of a certain written contract, between the said Borough and the Pennsylvania Railroad Company, Lessee of the Northern Central Railway Company, dated the 2nd day of December, 1914, and granting to the Borough the right to construct and maintain five, 2,200 volt, electric wires over and across the property, right of way and tracks of the said Railroad Company, at a point 965 feet south of the center of Goldsboro Station, in the borough of Goldsboro, as shown on the blue print attached to said agreement.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 157—1915.

In the matter of the application of the Borough of Union City, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Erie Railroad Company, providing for the construction and maintenance of sewers across the property, right of way, and tracks of the said railroad Company, along the lines of certain streets in said Borough.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Union City, by petition in writing, dated the 12th day of June, 1915, for the approval of a certain written contract, dated the 5th day of May, 1915, between said Borough and the Erie Railroad Company, providing for the construction and maintenance of certain sewers of the Borough, across



the property, right of way and tracks of the said Railroad Company, along the lines of public highways known as Lincoln, Main, Miles, and Concord Streets, in the Borough of Union City, as shown on the maps attached to and made a part of said agreement.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 158—1915.

In the matter of the application of the Borough of Union City, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Pennsylvania Railroad Company, providing for the construction and maintenance of a certain sewer pipe under the property, right of way and tracks of said Railroad Company, at a certain point in the Borough of Union City.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Union City, by petition in writing, dated the 12th day of June, 1915, for the approval of a certain written contract between said Borough and the Pennsylvania Railroad Company, dated the 7th day of May, 1915, providing for the construction and maintenance of an iron sewer pipe, ten inches in diameter, under the property, right of way and tracks of said Railroad company, at a point 190 feet northwestward from the west back-wall of Bridge No. 25, at the crossing of Crooked Street, on the Renova Division of the Central Division of the Railroad of said Company, in the Borough of Union City, as shown on the plan attached to said agreement.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves the said contract, hereto attached.

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### MUNICIPAL CONTRACT DOCKET NO. 163—1915.

In the matter of the application of the Township of Upper Darby, et al., under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between the Township of Upper Darby and the Philadelphia & West Chester Turnpike Road Company and Philadelphia & West Chester Traction Company, as evidenced by a bond executed by said Township, under date of December 4, 1914.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Township of Upper Darby and the Philadelphia & West Chester Turnpike Road Company and Philadelphia & West Chester Traction Com-

pany, by letter, dated the 8th day of May, 1915, for the approval of a certain written contract between the said Township and the said Companies, as evidenced by a bond of the said Township, dated December 4, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of June, 1915, approves the said contract, as evidenced by said bond, hereto attached.

### MUNICIPAL CONTRACT DOCKET NO. 164—1915.

In the matter of the application of the Township of Upper Darby, et al., under Section 11 Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Township and the Philadelphia & West Chester Turnpike Road Company, the Philadelphia & West Chester Traction Company and the Philadelphia & Garrettford Street Railway Company, as evidenced by bond of said Township, executed May 4th, 1915.

#### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Township of Upper Darby, et al., by letter, dated the 8th day of May, 1915, for the approval of a certain written contract between the said Township and the Philadelphia & West Chester Turnpike Road Company, the Philadelphia & West Chester Traction Company and the Philadelphia & Garrettford Street Railway Company, as evidenced by bond of the said Township, executed under date of May 4th, 1915.

The Commission now, after investigation and hearing, finds and determines that the approval of this contract is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of June, 1915, approves the said contract, as evidenced by said bond, hereto attached.

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## TABLE OF APPLICATIONS

FOR THE APPROVAL OF

## INCORPORATIONS, MERGERS, ABOLITION OF GRADE CROSSINGS, ETC.,

Pending and Undetermined July 1, 1914.

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APPLICATIONS FOR CERTIFICATES OF PUBLIC CONVENIENCE EVIDENCING THE APPROVAL OF INCORPORATIONS, MERGERS, ABOLITION OF GRADE CROSSINGS, ETC., PENDING AND UNDETERMINED JULY 1, 1914. (See Appendix J for certificates or other disposition.)

1914.

- No. 27.—City of Wilkes-Barre—  
Extension and construction of crossing over the tracks of the Lehigh Valley Railroad Company, the Delaware and Hudson Company and the Central Railroad of New Jersey, above grade, from a point on Kidder Street at or near Pearl Street in the city of Wilkes-Barre.
- No. 28.—Reading Transit and Light Company—  
Approval of acquisition of right, title and interest of the Lebanon Valley Electric Light Company.
- No. 29.—City of Lancaster. (Chamber of Commerce)—  
Abolition of grade crossing about one-half mile north of Lancaster.  
(Pending)
- No. 31.—Raystown Water Power Company—  
Approval of proposed crossing of wires of the Penn Central Light and Power Company by said company at three places in Mount Union borough and vicinity.
- No. 32.—Raystown Water Power Company—  
For the award of a rehearing to modify the decree and certificate granted May 5, 1914 in the proposed crossing of the wires and facilities of the Penn Central Light and Power Company.  
(Pending)
- No. 34.—Manatawny Railroad Company—  
Approval of the construction of a crossing above grade of the tracks of the Philadelphia & Reading Railway Company in Douglas Township, Berks County.
- No. 64.—State Highway Department—  
Approval of the abolition of two grade crossings and the construction of one crossing at grade in Union Township, Washington County.
- No. 67.—Pittsburgh, Bessemer and Lake Erie Railroad Company—  
Approval of the construction of an overhead crossing of the Millerstown Road in West Deer Township, Allegheny County.
- No. 69.—Perkiomen Electric Transit Company—  
Approval of the right of said company, a foreign corporation, to exercise its powers and franchises and to do business within the Commonwealth of Pennsylvania.  
(Refused)
- No. 91.—Northern Central Railway Company—  
Approval of the issuance of a Certificate of Valuation of the Northern Central Railway Company with respect to issue of additional capital stock.
- No. 93.—The Gas Company of Mount Union—  
Approval of its incorporation.
- No. 94.—Wilkes Barre Connecting Railroad Company, et al.—  
Approval of construction of certain crossings in the vicinity of Wilkes-Barre.

1914.

No. 95.—Raystown Water Power Company—

Approval of the proposed crossing of the wires of the Penn Central Light and Power Company by said Raystown Company at two points on the Hare's Valley Road in Union Township, southwest of Mapleton, near sand plant of the Pittsburgh White Sand Company, also at the point near the quarry of the Juniata Sand Company.

No. 96.—Raystown Water Power Company—

Approval of proposed crossing of the wires and facilities of the Penn Central Light and Power Company by wires of said company near Alfarata station on the Petersburg branch of the Pennsylvania Railroad Company in Porter Township, Huntingdon County.

No. 128.—Equitable Electric Power Company of Philadelphia—

Incorporation of the said company, for the purpose of supplying light, heat and power to the city of Philadelphia.  
(Pending)

No. 169.—Hanover and McSherrystown Street Railway Company—

Approval of the construction of crossings above and below grade of certain public roads in the townships of Conewago and Oxford, Adams County.  
(Pending)

No. 170.—East Erie Commercial Railroad Company—

Approval of the construction of crossing at grade across Six Mile, Buffalo and Clowe Roads, in Harborcreek Township, Erie County.  
(Pending)

No. 174.—Easton Transit Company—

Abolition of an over-head crossing of the tracks of the Easton and Northern Railroad and the substitution of an undergrade crossing in Palmer and Wilson Townships, Northampton County.  
(Pending)

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**I**

**TABLE OF APPLICATIONS**

**FOR APPROVAL OF**

**INCORPORATIONS, MERGERS, ABOLITION OF  
GRADE CROSSINGS, ETC.,**

**Filed During the Year Ending June 30, 1915.**

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APPLICATIONS FOR CERTIFICATES OF PUBLIC CONVENIENCE EVIDENCING THE APPROVAL OF INCORPORATIONS, MERGERS, ABOLITION OF GRADE CROSSINGS, AND CERTIFICATES OF VALUATION FILED BETWEEN JULY 1, 1914, AND JUNE 30, 1915. (See Appendix J for certificates or other disposition.)

The following applications for Certificates of Public Convenience were filed and determined by The Public Service Commission between July 1, 1914, and June 30, 1915, inclusive, and, except where otherwise noted, Certificates of Public Convenience were issued without a special report and order of the Commission.

1914.

- No. 99.—Philadelphia & Reading Railway Company—  
Construction of siding across public highway at grade in the Borough of Hatfield.
- No. 100.—City of Philadelphia—  
Construction of Diamond Street above grade across tracks of the Connecting Railway Company.
- No. 101.—West Deer Township Electric Company—  
Incorporation.
- No. 102.—Raccoon Township Light Company—  
Incorporation.
- No. 103.—Independence Light Company—  
Incorporation.
- No. 104.—Greene Township Light Company—  
Incorporation.
- No. 105.—Hanover Light Company—  
Incorporation.
- No. 106.—McEwensville Electric Company—  
Incorporation.
- No. 107.—Lewis Township Electric Company—  
Incorporation.
- No. 108.—Turbotville Electric Company—  
Incorporation.
- No. 109.—Hellertown Electric Light & Power Company—  
Incorporation.
- No. 110.—Bethlehem Township Electric Light & Power Company—  
Incorporation.
- No. 111.—Freemansburg Electric Light & Power Company—  
Incorporation.
- No. 112.—East Taylor Township Public Service Company—  
Incorporation.
- No. 113.—Hanover Water Company and Bethlehem Water Company—  
Sale of property, franchises, etc., of former company to the latter.
- No. 114.—Bethlehem City Water Company and Bethlehem Water Company—  
Sale of property, franchise, etc., of former company to the latter.
- No. 115.—Bethlehem Water Company—  
Compliance with the Public Service Company Law with respect to the issuance of certain bonds, stocks and notes.
- No. 116.—Butler & Grove City Railway Company—  
Reorganization.

- No. 117.—Parker City Gas Company—  
Sale of property, franchise, etc., to the Pennsylvania Fuel Supply Company.
- No. 117½.—Point Electric Company—  
Incorporation.  
(Withdrawn).
- No. 118.—City of Philadelphia—  
Construction of highway above grade across tracks of Philadelphia, Baltimore & Washington Railroad Company.
- No. 119.—City of Philadelphia—  
Construction of crossing above grade of the tracks of the Baltimore & Ohio Railroad Company.
- No. 120.—City of Philadelphia—  
Construction of highway above grade across tracks of the Philadelphia & Baltimore Central Railroad Company.
- No. 121.—City of Philadelphia—  
Construction of a highway above grade across the tracks of the Richmond Branch of the Philadelphia & Reading Railway Company.
- No. 122.—Elizabethtown & Deodate Street Railway Company—  
Construction of a crossing above grade over the tracks of the Cornwall & Lebanon Railroad Company, in Mt. Joy Township, Lancaster County.
- No. 123.—New Castle Electric Street Railway Company—  
Extension of charter route.
- No. 124.—Mahoning & Shenango Railway & Light Company—  
Acquisition of a controlling interest in the capital stocks of the Wheatland Street Railway Company, The Valley Street Railway Company, Sharon & Wheatland Street Railway Company, Sharon & New Castle Street Railway Company, Shenango Valley Electric Light Company and Sharpsville Electric Light Company.
- No. 125.—Gaffney & James City Railroad Company—  
Construction of three crossings of public highways at grade in James and Highland Townships, Elk County.
- No. 126.—Gaffney & James City Railroad Company—  
Construction of its tracks and facilities over the tracks and facilities of the Kane & Elk Railroad Company, near Gaffney, Elk County.
- No. 127.—New York Central & Hudson River Railroad Company and Lake Shore & Michigan Southern Railway Company, Geneva, Corning & Southern Railroad Company, Terminal Railway of Buffalo, Dunkirk, Allegheny Valley & Pittsburgh Railroad Company, Chicago, Indiana & Southern Railroad Company, Detroit & Chicago Railroad Company, Detroit, Monroe & Toledo Railroad Company, Kalamazoo & White Pigeon Railroad Company, Northern Central Michigan Railroad Company and Swan Creek Railway Company of Toledo.  
Merger and consolidation into one corporation to be known as New York Central Railroad Company.
- No. 128.—Equitable Electric Power Company of Philadelphia—  
Incorporation.  
(Pending).
- No. 129.—Farmers Mutual Telephone Company of McKean Township—  
Incorporation.
- No. 130.—Milford Township Electric Company—  
Incorporation.
- No. 131.—Milford Electric Company—  
Incorporation.
- No. 132.—Westfall Electric Company—  
Incorporation.
- No. 133.—New Holland Electric Company—  
Incorporation.
- No. 134.—Michael M. Nolt—  
Assignment to New Holland Electric Company of franchises granted to him by the Borough of New Holland.

- No. 135.—Michael M. Nolt—  
Assignment of property, franchises, etc., to John S. Graybill, Jr.
- No. 136.—Mocanaqua Electric Light, Heat & Power Company—  
Incorporation.
- No. 137.—Mountainhome Trucking Company—  
Incorporation.
- No. 138.—Story's Express Company, Incorporated—  
Incorporation.
- No. 139.—Harrisburg & Mechanicsburg Electric Railway Company—  
Extension of charter route in the City of Harrisburg.
- No. 140.—Lake Erie, Franklin & Clarion Railroad Company—  
Construction of crossing of public highway at grade in Township of  
Clarion, Clarion County.
- No. 141.—Philadelphia & Reading Railway Company—  
Relocation of existing grade crossing; construction of grade crossing  
and of overhead crossing in the City of Philadelphia.
- No. 142.—The Bell Telephone Company of Pennsylvania—  
Lease with the Williamsport and North Branch Railroad Company  
for joint use of poles.  
(Pending)
- No. 143.—The Bell Telephone Company of Pennsylvania—  
Lease of certain facilities to the West Branch Bell Telephone Com-  
pany.
- No. 144.—The Bell Telephone Company of Pennsylvania—  
Lease of certain facilities of the New Street Bridge Company.
- No. 145.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with Big Spring Electric Company.
- No. 146.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with Edison Electric Company.
- No. 147.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with Metropolitan Electric Company.
- No. 148.—No application listed to this number.
- No. 149.—No application listed to this number.
- No. 150.—The Bell Telephone Company of Pennsylvania—  
Lease of certain facilities to I. S. Miller, Agent.
- No. 151.—The Bell Telephone Company of Pennsylvania—  
Sale of certain property to B. L. Davis trading as Blossburg Tele-  
phone Company.
- No. 152.—The Bell Telephone Company of Pennsylvania—  
Lease to H. F. Starnes, Agent, of certain property, in the Town-  
ships of Franklin and Cumberland, Adams County.
- No. 153.—No application listed to this number.
- No. 154.—The Bell Telephone Company of Pennsylvania—  
Sale of certain property to the Sinking Spring Electric Light, Heat  
& Power Company.
- No. 155.—Central District Telephone Company—  
Sale of certain facilities in the Townships of Hamlin and Sergeant,  
McKean County, to The Bell Telephone Company of Pennsylvania.
- No. 156.—No application listed to this number.
- No. 157.—Southern Cambria Railway Company—  
Extension of charter route.
- No. 158.—Montour Railroad Company—  
Construction of crossing of public highway at grade in Township of  
Robinson, Washington County.
- No. 159.—Montour Railroad Company—  
Construction of crossing of public highway at grade in Township of  
Peters, Washington County.

- No. 160.—Montour Railroad Company—  
Construction of crossing of public highway at grade in Township of Bethel, Allegheny County.
- No. 161.—Ephrata & Lebanon Street Railway Company—  
Lease of property to the Ephrata & Lebanon Traction Company.
- No. 162.—Gleasonton & Paddy's Run Railroad Company—  
Construction of two crossings of public highways at grade in Chapman Township, Clinton County.
- No. 163.—Citizens Fire Company—  
Construction of siding at grade across North Railroad Street in the Borough of Tamaqua.
- No. 164.—Williamstown Gas Company—  
Exercise of franchise granted by the Borough of Williamstown.
- No. 165.—Pennsylvania Railroad Company and Frank T. Myers and Martin Samtman, Trading under name of Myers & Samtman.  
Construction of crossing at grade of Mermaid Lane, in Springfield Township, Montgomery County.  
(Refused)
- No. 166.—Homeopathic State Hospital for the Insane and the Central Railroad Company of New Jersey—  
Construction of siding at grade across public highway near Rittersville, Lehigh County.
- No. 167.—Monongahela Southern Traction Company—  
Incorporation.
- No. 168.—Central District Telephone Company—  
Purchase of capital stock of the Burgettstown Farmers' Telephone Company.
- No. 169.—Hanover & McSherrystown Street Railway Company—  
Construction of crossing above and below grade of certain public roads in Conewago and Oxford Townships and the Borough of New Oxford, Adams County.  
(Pending)
- No. 170.—East Erie Commercial Railroad Company—  
Construction of crossings at grade in Harborcreek Township, Erie County.  
(Pending)
- No. 171.—Easton & Western Railroad Company—  
Construction of overhead crossing of public highway known as the Freemansburg Road, and over the tracks of the Easton Transit Company in Palmer Township, Northampton County.
- No. 172.—Easton & Western Railroad Company—  
Construction of crossing at grade over Wilson's Road, in Palmer Township, Northampton County.
- No. 173.—Easton & Western Railroad Company—  
Construction of crossing at grade of Hope's Road, near Hope's Lock, Northampton County.
- No. 174.—Easton Transit Company—  
Abolition of overhead crossing of tracks of Easton & Northern Railroad Company and substitution of undergrade crossing in Palmer and Wilson Townships, Northampton County.  
(Pending.)
- No. 175.—Greene County Telephone & Telegraph Company—  
Certificate of Valuation.  
(Withdrawn.)
- No. 176.—Chamber of Commerce of the City of Reading and the Berks County Farm Bureau—  
Elimination of grade crossings in the Townships of Cumru, Lower Alsace and Robeson, Berks County.  
(Pending.)
- No. 177.—Slab Cabin Electric Company—  
Incorporation.
- No. 178.—Rossiter Electric Company—  
Incorporation.



- No. 179.—Northwestern Pennsylvania Railway Company—  
Construction of crossing above grade over tracks of the Nypano Railroad Company in Cambridge Township, Crawford County.
- No. 180.—Citizens of Lester—  
Construction of a public highway known as Fourth Avenue across the tracks of the Philadelphia & Reading Railway Company at Lester, Delaware County.
- No. 181.—Wesley W. Moore and the Economy Telephone Stock Company—  
Sale of right, title, interest, etc., of the said Moore in the Kuhn, Bakersville & Husband Telephone Line to the Economy Telephone Stock Company.
- No. 182.—The Bell Telephone Company of Pennsylvania—  
Purchase of plant of the Saltillo Telephone Company.
- No. 183.—Baltimore & Ohio Railroad Company and Schuylkill River East Side Railroad Company—  
Construction of siding at grade across Dickinson Street in the City of Philadelphia.
- No. 184.—Baltimore & Ohio Railroad Company and Schuylkill River East Side Railroad Company—  
Construction of siding on Vandalia Street and across Wolfe Street in the City of Philadelphia.
- No. 185.—Catasauqua & Fogelsville Railroad Company—  
Construction of siding at grade across public highway in South Whitehall Township, Lehigh County.
- No. 186.—Supervisors of Cooper Township, Clearfield County—  
Construction of crossing at grade over switch of the New York Central & Hudson River Railroad Company's track by a public road in the Township of Winburne, Clearfield County.  
(Refused)
- No. 187.—Leroy Telephone Company and The Bell Telephone Company of Pennsylvania—  
Sale of the former company's plant to the latter.
- No. 188.—Borough of Hummelstown—  
Construction of a crossing at grade of Water Street over the tracks of the Philadelphia & Reading Railway Company.  
(Withdrawn.)
- No. 189.—East Penn Gas Light Company, Macungie Gas Company, Macungie Gas & Fuel Company, Perkiomen Gas & Fuel Company and Fleetwood Gas & Fuel Company—  
Merger and consolidation.
- No. 190.—United Railways Company—  
Amendment to charter.  
(Withdrawn.)
- No. 191.—County Commissioners of Lawrence County—  
Abolition of grade crossing of public highway over tracks of Allegheny & Western Railway Company, Erie Railroad Company, Pittsburgh & Lake Erie Railroad Company, Pittsburgh & Western Railroad Company and New Castle & Mahonington Street Railway Company, in New Castle.  
(Pending.)
- No. 192.—Penn Township Light, Heat & Power Company—  
Incorporation.  
(Withdrawn.)
- No. 193.—Lower Windsor Township Light, Heat & Power Company—  
Incorporation.
- No. 194.—Heidelberg Township Light, Heat & Power Company—  
Incorporation.
- No. 195.—Jackson Township Light, Heat & Power Company—  
Incorporation.
- No. 196.—Windsor Township Light, Heat & Power Company—  
Incorporation.
- No. 197.—Spring Grove Light, Heat & Power Company—  
Incorporation.

- No. 198.—Monroe Township Light Company—  
Incorporation.
- No. 199.—Penn Township Light Company—  
Incorporation.
- No. 200.—Schuylkill Township Electric Company—  
Incorporation.
- No. 201.—Charlestown Township Electric Company—  
Incorporation.
- No. 202.—Scranton Parcel & Passenger Delivery Company—  
Incorporation.
- No. 203.—Bernville Motor Company—  
Incorporation.
- No. 204.—Uniontown Radial Street Railway Company—  
Construction of a crossing above grade over the tracks of the Penn-  
sylvania Railroad Company, in the Borough of Uniontown.
- No. 205.—Pennsylvania Railroad Company—  
Construction of a crossing at grade across Thirtieth Street in the  
City of Philadelphia.
- No. 206.—Pennsylvania Railroad Company—  
Construction of a siding at grade a portion of Swanson Street and  
Snyder Avenue in the City of Philadelphia.
- No. 207.—The Bell Telephone Company of Pennsylvania—  
Sale of certain facilities to the Scranton Electric Company.
- No. 208.—The Bell Telephone Company of Pennsylvania—  
Sale of poles in the City of Pittston to the Wilkes-Barre Railway  
Company.
- No. 209A.—York Railways Company—  
Contract with the Edison Light & Power Company and the City of  
York granting to the Light & Power Company the right to acquire  
and use the property of the Merchants Electric Light, Heat &  
Power Company.
- No. 209B.—York Railways Company—  
Right to acquire a controlling interest in the Merchants Electric  
Light, Heat and Power Company.
- No. 210.—Elk Natural Gas Company—  
Extension of charter route in the Counties of Jefferson, Elk and  
McKean.
- No. 211.—Philadelphia Rapid Transit Company—  
Additional rights, powers and franchises as specified in two ordinances  
of the City of Philadelphia.
- No. 212.—York Water Company—  
Process to prevent the City of York from violating the provisions of  
the Public Service Company Law.  
(Dismissed)
- No. 213.—The Bell Telephone Company of Pennsylvania—  
Lease of certain poles in the Borough of Howard and the Township  
of Howard, Centre County, to the Center Electric Company.
- No. 214.—The Bell Telephone Company of Pennsylvania—  
Sale of one-half interest in and the lease of a pole in the Borough  
of Huntington to the Raystown Water Power Company.
- No. 215.—The Bell Telephone Company of Pennsylvania—  
Lease of certain poles in Berks County to the Metropolitan Electric  
Company.
- No. 216.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with the Penn Public Service Company in Clearfield  
County.
- No. 217.—The Bell Telephone Company of Pennsylvania.  
Lease of certain facilities of the Altoona & Logan Valley Electric  
Railway Company in the Township of Logan, Blair County.

- No. 218.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with the Home Electric Company in the Borough  
of Coudersport.
- No. 219.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with the Lehigh & Wilkes-Barre Coal Company in  
the Counties of Luzerne, Carbon and Schuylkill.
- No. 220.—The Bell Telephone Company of Pennsylvania—  
Lease of certain facilities of the Bradford County Telephone Com-  
pany.
- No. 221.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with the Luzerne County Gas & Electric Company  
in the County of Luzerne.
- No. 222.—The Bell Telephone Company of Pennsylvania—  
Lease of certain facilities of the Lancaster & Ephrata Turnpike Com-  
pany.
- No. 223.—The Bell Telephone Company of Pennsylvania—  
Sale of a pole in the City of Pittston to the Scranton Railway  
Company.
- No. 224.—The Bell Telephone Company of Pennsylvania—  
Sale of a pole in the City of Pittston to the Postal Telegraph-Cable  
Company.
- No. 225.—The Bell Telephone Company of Pennsylvania—  
Sale of a pole in the Borough of Elizabethtown to the Edison Electric  
Company.
- No. 226.—The Bell Telephone Company of Pennsylvania—  
Sale of fifteen poles in the City of Scranton to the Scranton Railway  
Company.
- No. 227.—Duquesne Light Company—  
Purchase of the capital stock of the Greene Township Light Company.
- No. 228.—Duquesne Light Company—  
Purchase of the capital stock of the Independence Light Company.
- No. 229.—Duquesne Light Company—  
Purchase of the capital stock of the Raccoon Township Light Com-  
pany.
- No. 230.—Duquesne Light Company—  
Purchase of the capital stock of the Hanover Light Company.
- No. 231A.—Eastern Pennsylvania Light, Heat and Power Company—  
Agreement with Philadelphia & Reading Coal & Iron Company for  
the use of a certain pole in the City of Pottsville.  
(Pending.)
- No. 231B.—Eastern Pennsylvania Light, Heat & Power Company—  
Agreement with the Philadelphia & Reading Coal & Iron Company  
for the use of eight poles in the Borough of Frackville.  
(Pending.)
- No. 231C.—Eastern Pennsylvania Light, Heat & Power Company—  
Agreement with the United Telephone & Telegraph Company for  
the joint use of four poles in the Borough of Port Carbon.  
(Pending.)
- No. 232.—Eastern Pennsylvania Light, Heat & Power Company—  
Agreement with the United Telephone & Telegraph Company for  
the joint use of seven poles between Llewellyn and Minersville,  
Schuylkill County.  
(Pending.)
- No. 233.—Eastern Pennsylvania Light, Heat and Power Company—  
Agreement with the United Telephone & Telegraph Company for  
the joint use of one pole in the Borough of Port Carbon.  
(Pending.)
- No. 234.—Walnutport Electric Light & Power Company—  
Incorporation.
- No. 235.—Lehigh Township Electric Light & Power Company—  
Incorporation.
- No. 236A.—Etna Transportation Company—  
Incorporation.

- No. 236B.—Etna Transportation Company—  
Incorporation.
- No. 237.—Caernarvon Electric Company—  
Incorporation.
- No. 238.—East Earl Electric Company—  
Incorporation.
- No. 239.—Brecknock Electric Company—  
Incorporation.  
(Withdrawn.)
- No. 240.—Adams Township Electric Company—  
Incorporation.  
(Refused.)
- No. 241.—Cranberry Township Electric Company—  
Incorporation.  
(Refused.)
- No. 242.—Penn Township Electric Company—  
Incorporation.  
(Refused.)
- No. 243.—New Sewickley Township Electric Company—  
Incorporation.  
(Refused.)
- No. 244. Middlesex Electric Service Company—  
Incorporation.  
(Pending.)
- No. 245.—Forward Township Electric Company—  
Incorporation.  
(Refused.)
- No. 246.—Lykens Valley Consolidated Gas Company—  
Incorporation.
- No. 247.—Auxiliary Fire Alarm & Telegraph Company—  
Amendment to its charter.
- No. 248. Pennsylvania Railroad Company, Lessee, The Connecting Railway Com-  
pany—  
Construction of overhead crossing of Dauphin Street in the City of  
Philadelphia.
- No. 249.—Northwestern Pennsylvania Railway Company—  
Lease of certain lands of the Nypano Railroad Company in the  
Townships of Cambridge, Woodcock and Mead, Crawford County.
- No. 250.—Upper Saucon Electric Company—  
Incorporation.
- No. 251.—Dean Township Light, Heat & Power Company—  
Incorporation.
- No. 252.—Munster Township Light, Heat & Power Company—  
Incorporation.
- No. 253.—Clearfield Township Light, Heat & Power Company—  
Incorporation.
- No. 254.—Concord Township Power Company—  
Incorporation.
- No. 255.—Wayne Township Power Company—  
Incorporation.
- No. 256.—Waterford Township Power Company—  
Incorporation.
- No. 257. Summit Township Power Company—  
Incorporation.
- No. 258.—Home Power Company of Union Township—  
Incorporation.
- No. 259.—Leboeuf Township Power Company—  
Incorporation.



- No. 260.—Receivers of the Sunbury & Susquehanna Railway Company—  
Alteration of crossing at grade over tracks of the Philadelphia & Reading Railway Company in the Borough of Sunbury.
- No. 261.—Borough of Plymouth—  
Alteration of an existing grade crossing of Hanover Street in said borough by the tracks of the Delaware, Lackawanna & Western Railroad Company.
- No. 262.—Jersey Shore Gas Company—  
Sale of property, franchises, etc., to the Jersey Shore Fuel Gas Company.  
(Withdrawn.)
- No. 263. Pennsylvania Railroad Company—  
Construction of crossing of public highway at grade in Centre Township, Indiana County.
- No. 264.—Pennsylvania Railroad Company—  
Construction of mine siding across public highway in the Borough of Gilberton, Schuylkil County.
- No. 265.—Central Railroad Company of New Jersey, Commissioners of Newport Township, Luzerne County, and Lehigh & Wilkes-Barre Coal Company—  
Construction at grade of narrow gauge track across relocated highway in Luzerne County.
- No. 266.—The Bell Telephone Company of Pennsylvania—  
Lease of poles of the Strasburg Electric Light, Heat & Power Company in Lancaster County.
- No. 267.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with the Lehigh Valley Transit Company in the Townships of Whitemarsh, Springfield and Upper Dublin, Montgomery County.
- No. 268.—Southern Cambria Railway Company—  
Construction of a highway across a branch railroad of the Pennsylvania Railroad Company in the village of Nanty-Glo, Cambria County.
- No. 269.—Milford Electric Company, Milford Township Electric Company, Westfall Electric Company and Pike County Light & Power Company—  
Merger and Consolidation.
- No. 270.—Youghiogheny-Pittsburgh Coal Company—  
Construction of sidings across public highway at grade at Van Voorhis, Washington County.
- No. 271.—City of Philadelphia—  
Construction of crossing under grade of Tulip and Emerald Streets in the City of Philadelphia.
- No. 272.—Delaware, Lackawanna & Western Railroad Company—  
Abolition of an existing grade crossing in the City of Scranton and the substitution of an undergrade crossing therefor.
- No. 273.—Delaware, Lackawanna & Western Railroad Company—  
Abolition of an existing grade crossing of McHale's Court in the City of Scranton and the substitution of an undergrade crossing therefor.
- No. 274.—Delaware, Lackawanna & Western Railroad Company—  
Abolition of an existing grade crossing of Court Street in the City of Scranton and the substitution of an undergrade crossing therefor.
- No. 275.—Delaware, Lackawanna & Western Railroad Company—  
Abolition of an existing grade crossing of Myrtle Street in the City of Scranton and the substitution of an undergrade crossing therefor.
- No. 276.—The Bell Telephone Company of Pennsylvania—  
Sale of one pole in the Borough of Sunbury to the Northumberland County Gas & Electric Company.
- No. 277.—Philadelphia & Reading Railway Company—  
Construction of siding at grade across public highway in the Borough of Royersford.  
(Pending.)

- No. 278.—The Bell Telephone Company of Pennsylvania and Delaware & Atlantic Telegraph & Telephone Company—  
Lease with the President, Managers and Company for Erecting a Bridge over the Delaware River at the Borough of Easton providing for the attaching of an additional cable.
- No. 279.—Mount Carmel-Shamokin Auto Bus Company—  
Incorporation.
- No. 280.—Lehigh & New England Railroad Company—  
Purchase of property, franchises, etc., of the Crane Railroad Company.
- No. 281.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with the Chester Valley Electric Company in the Borough of Coatesville.
- No. 282.—The Bell Telephone Company of Pennsylvania—  
Joint use of one pole with the Chester Valley Electric Company in the Borough of Coatesville.
- No. 283.—Home Telephone Company of Sheffield—  
Incorporation.
- No. 284.—American Telegraph & Telephone Company of Pennsylvania and The Bell Telephone Company of Pennsylvania—  
Lease for the joint use of poles in Juniata and Mifflin Counties.
- No. 285.—American Telegraph & Telephone Company of Pennsylvania and Central District Telephone Company—  
Lease for joint use of poles in the City of Pittsburgh.
- No. 286.—The Bell Telephone Company of Pennsylvania—  
Sale of two poles in the City of Pittston to the Citizens Electric Illuminating Company.
- No. 287.—The Bell Telephone Company of Pennsylvania—  
Purchase of four poles in the City of Harrisburg from the Harrisburg Light & Power Company.
- No. 288.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with the Chester Valley Electric Company in the Borough of Parkesburg.
- No. 289.—The Bell Telephone Company of Pennsylvania—  
Exchange of ownership with the Chester Valley Electric Company of two poles in the Borough of Parkesburg.
- No. 290.—Central District Telephone Company—  
Purchase of seven poles in the Township of Hampton, Allegheny County, from the South West Pennsylvania Pipe Lines.
- No. 291.—Lancaster, Petersburg & Manheim Railway Company—  
Construction of crossing at grade across the tracks of the Reading & Columbia Railroad Company in the Borough of Manheim.  
(Pending.)
- No. 292.—Titusville Traction Company—  
Reorganization of Titusville Electric Traction Company.
- No. 293.—Johnstown Traction Company—  
Extension of charter route.
- No. 294.—Barto Stone & Cement Block Company—  
Construction of siding at grade across public highway in Washington Township, Berks County.
- No. 295.—Wheatland Street Railway Company, The Valley Street Railway Company, The Sharon & Wheatland Street Railway Company and Mahoning & Shenango Railway & Light Company—  
Merger and consolidation.
- No. 296.—Delaware, Lackawanna & Western Railroad Company—  
Abolition of crossing at grade of Sibley Road in the Borough of Old Forge.
- No. 297.—Producers & Refiners Pipe Line—  
Sale of two tracts of land in Rockland Township, Venango County, to the Pennsylvania Railroad Company.
- No. 298.—Borough of Gettysburg—  
Construction and operation of electric lighting plant.  
(Dismissed.)

- No. 299.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with the Scranton Electric Company in the Cities  
of Scranton and Carbondale and certain boroughs and townships  
of Lackawanna County.  
(Pending.)
- No. 300.—Central District Telephone Company—  
Purchase of certain facilities from the National Transit Company in  
Summet and Clearfield Townships, Butler County.
- No. 301.—Central District Telephone Company—  
Sale of 1.2 miles (circuit) of copper wire in the Counties of Wash-  
ington and Fayette to the South Penn Telephone & Telegraph Com-  
pany
- No. 302.—Central District Telephone Company—  
Lease with the Western Union Telegraph Company for office room  
in the Borough of DuBois
- No. 303.—Central District Telephone Company—  
Lease with the Western Union Telegraph Company for transfer of  
office quarters in the City of Franklin.
- No. 304.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles in the Borough of Souderton with the Lehigh  
Valley Transit Company.
- No. 305.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles in the Township of Gwynedd, Montgomery County,  
with Lehigh Valley Transit Company.
- No. 306.—The Bell Telephone Company of Pennsylvania—  
Joint use of a pole in the Borough of Kennet Square with the West  
Chester, Kennett & Wilmington Electric Railway Company.
- No. 307.—Oxford Township Light, Heat & Power Company—  
Incorporation.
- No. 308.—Monongahela Water Company and Ohio Connecting Railway Company—  
Sale of certain real estate by the former company to the latter.
- No. 309.—Monongahela Water Company and Ohio Valley Water Company—  
Sale of certain real estate by the former company to the latter.
- No. 310.—Borough of Lilly—  
To determine the just rates to be charged by the Lilly Electric Light  
& Power Company for lighting the streets of borough.  
(Agreement reached between parties.)
- No. 311.—Lower Saucon Township Water Company—  
Incorporation.
- No. 312.—East Bear Ridge Coal Company—  
Construction of crossing above grade of public highway in Schuylkill  
County, and of the facilities of the Schuylkill Traction Company,  
The Bell Telephone Company of Pennsylvania and Eastern Penn-  
sylvania Railways Company.
- No. 313.—Central District Telephone Company—  
Lease with the Western Union Telegraph Company for the transfer  
of office quarters in the Borough of Greater Punxautawney.
- No. 314.—The Motor Transportation Company, Incorporated—  
Incorporation.
- No. 315.—Brockway Telephone Company—  
Incorporation.
- No. 316.—Panther Valley Electric Light, Heat & Power Company and Coaldale  
Electric Company—  
Merger and consolidation.
- No. 317.—The Bell Telephone Company of Pennsylvania—  
Purchase of certain poles in the Township of Hatfield, Montgomery  
County from the Lehigh Valley Transit Company.
- No. 318.—The Bell Telephone Company of Pennsylvania—  
Purchase of two poles in the Borough of Towanda from the Towanda  
Electric Illuminating Company.



- No. 319.—Central District Telephone Company—  
Joint use of poles in the Borough of Wall with the United Electric Light Company.
- No. 320.—Homer Light, Heat & Power Company—  
Incorporation.
- No. 321.—Delaware, Lackawanna & Western Railroad Company—  
Abolition of grade crossings of the main line of tracks of said company over public highways in Great Bend Township, Susquehanna County.  
(Pending.)
- No. 322.—Conestoga Electric Light & Power Company—  
Sale of property, franchises, etc., in New Holland Borough and the Townships of Earl and East Earl, Lancaster County, to the Edison Electric Company.
- No. 323.—Edison Electric Company, New Holland Electric Company, East Earl Electric Company and Caernarvon Electric Company—  
Merger and consolidation.
- No. 324.—Tri-County Express Company—  
Incorporation.
- No. 325.—J. H. Hillman & Sons Company—  
Construction of a crossing of Seventeenth Street in the City of Pittsburgh at grade of the tracks of the Pennsylvania Railroad Company.
- No. 326.—East Taylor Township Public Service Company—  
Sale of property, franchises, etc., to the Citizens Light, Heat & Power Company of Pennsylvania.
- No. 327.—Hagerstown & Frederick Railway Company of Pennsylvania—  
Reorganization
- No. 328.—J. Orbin Hall and Vincent Bielski—  
Construction of a crossing at grade of public highway by tracks of the Pittsburgh, Bessemer & Lake Erie Railroad Company in Patton Township, Allegheny County.
- No. 329.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles in the City of Harrisburg with the Harrisburg Light & Power Company.  
(Pending.)
- No. 330.—Pennsylvania Railroad Company—  
Construction of crossing at grade over Ninth Street in the City of Harrisburg.
- No. 331.—County of Lackawanna, Scranton Railway Company, Erie Railroad Company, The Delaware & Hudson Company and New York, Ontario & Western Railway Company—  
Construction of public highway known as Simpson Road in the Town of Fell, Lackawanna County, above grade across the tracks of the above-named companies, and the abolition of the existing grade crossings on Simpson Road.  
(Pending.)
- No. 332.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles in the Borough of Waynesboro with the Waynesboro Electric Light & Power Company.
- No. 333.—City of Philadelphia—  
Construction of crossing above grade of Broad Street across the tracks of the Pennsylvania Railroad Company, the Baltimore & Ohio Railroad Company and Philadelphia Belt Line Railroad Company.
- No. 334.—Borough of Gallitzin—  
Acquisition and construction of system of water works.
- No. 335.—Central District Telephone Company—  
Lease with the Allegheny Valley Street Railway Company providing for a right of way in the village of Montrose.
- No. 336.—New York, Pittsburgh & Chicago Railway Company—  
Reorganization.
- No. 337.—Tower City Gas Company—  
Incorporation.



- No. 338.—Reading, Birdsboro & Pottstown Railroad Company—  
Supplemental Articles of Association.  
(Pending.)
- No. 339.—American Telegraph & Telephone Company of Pennsylvania—  
Joint use of poles with The Bell Telephone Company of Pennsylvania  
in Easttown Township, Chester County.
- No. 340.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles and interchange attachments with Pocono Manor  
Association.
- No. 341.—Berwick & Nescopeck Street Railway Company—  
Reorganization.
- No. 342.—American Telegraph & Telephone Company of Pennsylvania—  
Joint use of poles in the Borough of Clearfield with the Penn Public  
Service Company.
- No. 343.—Lycoming Consolidated Fuel Gas Company—  
Sale of property, franchises, etc., to the Northern Central Gas  
Company.
- No. 344.—Lycoming Consolidated Gas Company—  
Sale of property, franchises, etc., to the Northern Central Gas  
Company.
- No. 345.—Greene County Natural Gas Company—  
Sale of certain property to the Manufacturers Light & Heat Company.
- No. 346.—Brunot Island Bridge Company—  
Incorporation.
- No. 347.—The South Annville Rural Telephone Company—  
Incorporation.
- No. 348.—Central District Telephone Company—  
Lease with the Glenwood Highway Bridge Company providing for  
underground and aerial attachments to the property of the bridge  
company.
- No. 349.—The Bell Telephone Company of Pennsylvania—  
Sale of two poles in the City of Harrisburg to the Harrisburg Light  
& Power Company.
- No. 350.—The Bell Telephone Company of Pennsylvania—  
Sale of fifteen poles in the City of Harrisburg to the Harrisburg  
Light & Power Company.
- No. 351.—Central District Telephone Company—  
Purchase of poles in Allegheny and Butler Counties from the South  
Penn Oil Company.
- No. 352.—Central District Telephone Company—  
Purchase of nineteen poles in the Borough of Butler from the Western  
Union Telegraph Company.
- No. 353.—Jamestown Water Company—  
Incorporation.
- No. 354.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles in the Borough of Doylestown with the Doylestown  
Electric Company.
- No. 355.—Florin Water Company and East Donegal Township Water Company—  
Merger and consolidation.
- No. 356.—Lower Macungie Township Electric Light & Power Company—  
Incorporation.
- No. 357.—Lower Milford Township Electric Light and Power Company—  
Incorporation.
- No. 358.—Franconia Township Electric Light & Power Company—  
Incorporation.
- No. 359.—West Rockhill Township Electric Light & Power Company—  
Incorporation.
- No. 360.—Milford Township Electric Light & Power Company—  
Incorporation.

- No. 361.—Cornwall & Lebanon Railroad Company—  
Construction of crossing at grade of Willow Street in the City of Lebanon.  
(Refused.)
- No. 362.—Pennsylvania Railroad Company—  
Construction of crossing at grade over Main Street in the Borough of Glen Rock.
- No. 363.—Lower Saucon Township Water Company—  
Sale of property, franchises, etc., to the Bethlehem City Water Company.
- No. 364.—Strattanville Oil & Gas Company—  
Sale of property, franchises, etc., to the United Natural Gas Company.
- No. 365.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles in White Haven with the White Haven Electric Illuminating Plant.
- No. 366.—Unity Railways Company—  
Incorporation.
- No. 367.—Catasauqua & Fogelsville Railroad Company—  
Construction of siding at grade across public highway in South Whitehall Township, Lehigh County.
- No. 368.—Clearfield Township Light, Heat & Power Company—  
Sale of property, franchises, etc., to Penn Central Light & Power Company.
- No. 369.—Munster Township Light, Heat & Power Company—  
Sale of property, franchises, etc., to Penn Central Light & Power Company.
- No. 370.—Dean Township Light, Heat & Power Company—  
Sale of property, franchises, etc., to Penn Central Light & Power Company.
- No. 371.—Upper Salford Township Electric Light Company—  
Incorporation.
- No. 372.—Lower Salford Township Electric Light Company—  
Incorporation.
- No. 373.—East Earl Electric Light & Power Company—  
Incorporation.
- No. 374.—Honey Brook Electric Company—  
Incorporation.
- No. 375.—Caernarvon Township Electric Company—  
Incorporation.
- No. 376.—Elverson Electric Company—  
Incorporation.
- No. 377.—Caernarvon Electric Light & Power Company—  
Incorporation.
- No. 378.—Honey Brook Township Electric Company—  
Incorporation.
- No. 379.—Northern Central Telephone Company and Bloomsburg & Sullivan Railroad Company—  
Granting right of railroad company to place telegraph wire on pole line of telephone company.
- No. 380.—The Bell Telephone Company of Pennsylvania—  
Purchase of certain facilities of the Mountainville Telephone Company.
- No. 381.—The Bell Telephone Company of Pennsylvania—  
Sale to the Lock Haven Electric Light & Power Company of facilities at Lockport.
- No. 382.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles and facilities with the Hanover Light, Heat & Power Company at Hanover.
- No. 383.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with the Wilkes-Barre Company in the Borough of Miners Mills and Township of Plains.

- No. 384.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with the Kane Electric Light & Power Company  
in the Borough of Kane.
- No. 385.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with the Sheffield Electric Light & Power Company  
in Warren County.
- No. 386.—Citizens Electric Company—  
Renewal of charter.
- No. 387.—Philadelphia Rapid Transit Company—  
Extension of tracks on Leland Street in the City of Philadelphia.
- No. 388. The Bell Telephone Company of Pennsylvania—  
Joint use of poles and facilities with the Scranton & Binghamton  
Railroad Company in the City of Scranton.
- No. 389.—The Bell Telephone Company of Pennsylvania—  
Lease with Willow Street Turnpike Road Company and Conestoga  
Traction Company for right of way along the Lancaster and Willow  
Street Turnpike.
- No. 390.—The Bell Telephone Company of Pennsylvania—  
Joint use of pole with the Hummelstown Consolidated Water Com-  
pany in the Borough of Hummelstown.
- No. 391.—Lewis Township Electric Company—  
Sale of property, franchises, etc., to the Northumberland County  
Gas & Electric Company.
- No. 392.—McEwensville Electric Company—  
Sale of property, franchises, etc., to the Northumberland County  
Gas & Electric Company.
- No. 393.—Monroe Township Light Company—  
Sale of property, franchises, etc., to the Northumberland County  
Gas & Electric Company.
- No. 394.—Penn Township Light Company—  
Sale of property, franchises, etc., to the Northumberland County  
Gas & Electric Company.
- No. 395.—Turbotville Electric Company—  
Sale of property, franchises, etc., to the Northumberland County  
Gas & Electric Company.
- No. 396.—Elk Telephone & Telegraph Company—  
Sale of property, franchises, etc., to the Brockway Telephone Com-  
pany.
- No. 397.—Township of Jefferson, Allegheny County—  
Construction of crossing at grade over public highway across tracks  
of the Pennsylvania Railroad Company.
- No. 398.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles and facilities with the Raystown Water Power  
Company along the Shirley Road between Mount Union and Allen-  
port.
- 1915.
- No. 1.—City of Philadelphia—  
Construction of a public highway known as Moore Street in said  
city at grade across the tracks of the Pennsylvania Railroad Com-  
pany at the intersection of said Moore Street and Twenty-fifth  
Street.
- No. 2.—City of Philadelphia—  
Construction of a public highway known as Reed Street in said city  
at grade across the tracks of the Pennsylvania Railroad Company  
at the intersection of said Reed Street and Twenty-fifth Street.
- No. 3.—Central District Telephone Company and Burgettstown Farmers Tele-  
phone Company—  
Sale of property, franchises, etc., of the latter company to the  
former.
- No. 4.—The Bell Telephone Company of Pennsylvania and Chanceford Telephone  
Company—  
Sale of property, franchises, etc., of the latter company to the  
former.



- No. 5.—The Bell Telephone Company of Pennsylvania and Fairview Telephone Company—  
Sale of property, franchises, etc., of the latter company to the former.
- No. 6.—Central District Telephone Company and Prospect Telephone Company—  
Sale of property, franchises, etc., of the latter company to the former.
- No. 7.—The Bell Telephone Company of Pennsylvania—  
Lease with the West Chester, Kennett & Wilmington Electric Railway Company for the joint use of poles in the Borough of Kennett Square.
- No. 8.—The Bell Telephone Company of Pennsylvania—  
Lease with the Lock Haven Electric Light & Power Company for the joint use of poles in the City of Lock Haven, Boroughs of Mill Hall and Flemington and certain townships in Clinton County.
- No. 9.—The Bell Telephone Company of Pennsylvania—  
Purchase of the capital stock of the Glen Rock-New Freedom Telephone & Telegraph Company.
- No. 10A.—Potato Creek Gas Company—  
Incorporation.
- No. 10B.—Potato Creek Gas Company—  
Right to begin the exercise of the powers and rights under its charter.
- No. 11.—Blair County Light, Heat & Power Company—  
Sale of property, franchises, etc., to Central Light & Power Company.
- No. 12.—South Huntingdon Township Power Company—  
Incorporation.  
(Pending.)
- No. 13.—Monongahela Railroad Company and Buckhannon & Northern Railroad Company—  
Merger and consolidation.
- No. 14.—Unity Railways Company—  
Construction of two branches or extensions from main line.
- No. 15. The Bell Telephone Company of Pennsylvania—  
Lease with T. F. Rhodes, Agent, Centre Mills Service Line Subscribers, providing for use of certain facilities of the former company by the latter.
- No. 16.—Pittsburgh & Western Railroad Company—  
Purchase from the Baltimore & Ohio Railroad Company of two-thirds of the capital stock of the Pittsburgh, Cleveland & Toledo Railroad Company.  
(Pending.)
- No. 17.—Pittsburgh, Cleveland & Toledo Railroad Company—  
Sale of property, franchises, etc., to the Pittsburgh & Western Railroad Company.  
(Pending.)
- No. 18.—Jamestown Water Company—  
Sale of right, title, interest and franchise of Curtis L. Webb, et al., to said company.
- No. 19.—The Bell Telephone Company of Pennsylvania—  
Lease with the Waynesburg, Greencastle & Mercersburg Turnpike Road Company for right of way over the latter company's road.
- No. 20.—The Bell Telephone Company of Pennsylvania—  
Lease with the Warren & Jamestown Street Railway Company for joint use of poles in the village of Russell, Warren County.
- No. 21.—Thomas Colliery Company—  
Construction of two crossings at grade of a public highway in West Mahanoy Township, Schuylkill County.
- No. 22.—Philadelphia & Reading Railway Company—  
Construction at grade of a siding across a public road in North Lebanon Township, Lebanon County.
- No. 23.—New Sewickley Light Company—  
Incorporation.



- No. 24.—Blue Line Taxi Company—  
Incorporation.
- No. 25.—Bethel Township Electric Company—  
Incorporation.
- No. 26.—Birmingham Township Electric Company—  
Incorporation.
- No. 27.—Edgemont Township Electric Company—  
Incorporation.
- No. 28.—Concord Township Electric Company—  
Incorporation.
- No. 29.—Thornbury Township Electric Company—  
Incorporation.
- No. 30.—Chatham Water Company—  
Compliance with Section 4(a), Article III of The Public Service Company Law with reference to the issue of certain bonds.
- No. 31.—Pennsylvania Railroad Company and Consolidated Ice Company—  
Construction of a siding at grade on Pike Street between Twelfth and Thirteenth Streets in the City of Philadelphia.
- No. 32.—American Telegraph & Telephone Company of Pennsylvania and The Bell Telephone Company of Pennsylvania—  
Lease for the joint use of poles in York Township, York County.
- No. 33.—The Bell Telephone Company of Pennsylvania—  
Sale of poles to the Citizens Electric Company in the City of Williamport.
- No. 34.—The Bell Telephone Company of Pennsylvania—  
Sale of poles to the Lycoming Edison Company in the City of Williamsport.
- No. 35.—The Bell Telephone Company of Pennsylvania—  
Lease with the Delta Electric Light Company for the joint use of poles in the Borough of Delta.
- No. 36.—McConnellsburg & Fort Loudon Railway Company—  
Incorporation.
- No. 37.—West Penn Electric Company—  
Purchase of certain property of the Westmoreland County Railway Company.
- No. 38.—Oxford Township Light, Heat & Power Company and Hanover Light, Heat & Power Company—  
Sale of property, franchises, etc., of the former company to the latter.
- No. 39.—South Fork-Portage Railway Company—  
Construction of crossings of State highway known as Route No. 276 at grade at two points in Summerhill Borough and Croyle Township, Cambria County.
- No. 40.—Hagerstown & Frederick Railway Company—  
Right of foreign corporation to do business in Pennsylvania; also lease of property, etc., to The Hagerstown & Frederick Railway Company of Pennsylvania.  
(Pending.)
- No. 41.—Fairmont, Morgantown & Pittsburg Railroad Company and Smithfield & Masontown Railroad Company—  
Merger and consolidation.
- No. 42.—Quemahoning Branch Railroad Company—  
Construction of three crossings at grade of public highways in Jenner Township, Somerset County.
- No. 43.—The Bell Telephone Company of Pennsylvania—  
Sale of poles to D. E. Sell, Agent, East Freedom Service Line Subscribers, in Freedom Township, Blair County.
- No. 44.—Central District Telephone Company—  
Lease with Bentleyville Telephone Company for space and necessary operating service for a toll test board at Bentleyville.

- No. 45.—The Bell Telephone Company of Pennsylvania—  
Lease with LeRoy Telephone Company providing for certain attachments to certain poles in the villages of LeRoy and Franklindale.
- No. 46.—Central District Telephone Company—  
Lease with S. K. Bailey with respect to rental of two rooms in a building located in Titusville.
- No. 47.—Brownsville Taxi & Transfer Company—  
Incorporation.
- No. 48.—Walnutport Electric Light & Power Company and Lehigh Valley Light & Power Company—  
Sale of franchises and property of former company to the latter.
- No. 49.—Lehigh County Electric Company and Lehigh Valley Light & Power Company—  
Sale of franchises and property of former company to the latter.
- No. 50.—Lehigh Township Electric Light & Power Company and Lehigh Valley Light & Power Company—  
Sale of franchises and property of former company to the latter.
- No. 51.—Cementon Electric Light & Power Company and Lehigh Valley Light & Power Company—  
Sale of franchises and property of former company to the latter.
- No. 52.—Northampton County Electric Company and Lehigh Valley Light & Power Company—  
Sale of franchises and property of former company to the latter.
- No. 53.—Bethlehem Township Electric Light & Power Company and Lehigh Valley Light & Power Company—  
Sale of franchises and property of former company to the latter.
- No. 54.—Delaware, Lackawanna & Western Railroad Company—  
Construction of a public highway above grade across its tracks in Benton Township, Lackawanna County.
- No. 55.—Board of Supervisors of Jackson Township, Cambria County—  
Construction of a public highway at grade across the tracks of the Pennsylvania Railroad Company in Jackson Township.
- No. 56.—The Bell Telephone Company of Pennsylvania—  
Sale of certain poles in Pittston and Scranton to the Western Union Telegraph Company.
- No. 57.—The Bell Telephone Company of Pennsylvania—  
Lease for the joint use of poles with the Shamokin and Mount Carmel Transit Company in the Borough of Centralia.
- No. 58.—The Beacon Light Company of Glenolden and the Beacon Light Company—  
Sale of property, franchises, etc., of former company to the latter.  
(Pending.)
- No. 59.—The Beacon Light Company of Ridley Park and the Beacon Light Company—  
Sale of property, franchises, etc., of former company to the latter.  
(Pending.)
- No. 60.—Chester Township Electric Company and the Beacon Light Company—  
Sale of property, franchises, etc., of former company to the latter.  
(Pending.)
- No. 61.—The Beacon Light Company of Darby and the Beacon Light Company—  
Sale of property, franchises, etc., of former company to the latter.  
(Pending.)
- No. 62.—Lower Chichester Township Electric Company and the Beacon Light Company—  
Sale of property, franchises, etc., of former company to the latter.  
(Pending.)
- No. 63.—Upper Chichester Township Electric Company and the Beacon Light Company—  
Sale of property, franchises, etc., of former company to the latter.  
(Pending.)
- No. 64.—Jamestown, Franklin & Clearfield Railroad Company and New York Central Railroad Company—  
Sale of property, franchises, etc., of former company to the latter.

- No. 65.—Chapman Electric Light Company—  
Incorporation.
- No. 66.—Citizens Ferry Company of Point Marion—  
Incorporation.  
(Refused.)
- No. 67.—Homer Light, Heat & Power Company and Penn Public Service Company—  
Sale of property, franchises, etc., of former company to the latter.
- No. 68.—The Hagerstown & Frederick Railway Company (of Maryland)—  
Purchase of controlling interest in the capital stock of the Hagerstown & Frederick Railway Company of Pennsylvania.  
(Pending.)
- No. 69.—The Bell Telephone Company of Pennsylvania—  
Lease with the Elk Tanning Company for the joint use of poles in the village of Sheffield, Warren County.
- No. 70.—The Bell Telephone Company of Pennsylvania—  
Sale of certain poles to the Pennsylvania Railroad Company in the Borough of Tyrone.
- No. 71.—Central District Telephone Company—  
Purchase of telephone plant of the Northern Turnpike Telephone Company in Westmoreland County.
- No. 72.—Delaware, Lackawanna & Western Railroad Company—  
Abolition of grade crossing and construction of overhead crossing in the Borough of Hopbottom.  
(Pending.)
- No. 73.—Delaware, Lackawanna & Western Railroad Company—  
Abolition of grade crossing and construction of overhead crossing in Benton Township, Lackawanna County.
- No. 74.—The Bell Telephone Company of Pennsylvania—  
Sale to the Wilkes-Barre Railway Company of certain poles in the City of Pittston.
- No. 75.—Garrett Electric Light, Heat & Power Company—  
Incorporation.
- No. 76.—Summit Township Electric Light, Heat & Power Company—  
Incorporation.
- No. 77.—Black Township Electric Light, Heat & Power Company—  
Incorporation.  
(Withdrawn.)
- No. 78.—Duquesne Light Company—  
Purchase of the capital stock of the New Sewickley Light Company.
- No. 79.—Delaware, Lackawanna & Western Railroad Company—  
Abolition of grade crossing and construction of overhead crossing in Susquehanna County.
- No. 80.—Pennsylvania Railroad Company and Lewisburg & Tyrone Railroad Company—  
Sale of property, franchises, etc., of latter company to the former.
- No. 81.—Pennsylvania Railroad Company and Lancaster & Quarryville Railroad Company—  
Sale of property, franchises, etc., of latter company to the former.
- No. 82.—Pennsylvania Railroad Company and Pennsylvania, Monongahela & Southern Railroad Company—  
Sale of property, franchises, etc., of latter company to the former.
- No. 83.—Jitney Transportation Company—  
Incorporation.
- No. 84.—Cairnbrook Water Company—  
Amendment to charter providing for additional supply of water.
- No. 85.—T. W. Phillips Gas & Oil Company—  
Amendment to charter providing for enlarging the territory in which it may produce natural gas.
- No. 86.—Pennsylvania Railroad Company—  
Construction of siding at grade in the Borough of Charleroi.



- No. 87.—Culmerville, Russellton & Cheswick Transit Company—  
Incorporation.
- No. 88.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with the Mastersonville Telephone Company in  
Manheim.
- No. 89.—The Bell Telephone Company of Pennsylvania—  
Sale of certain equipment by said company to Edward Shaffer, Agent,  
Jumbo Heights Service Line.
- No. 90.—The Bell Telephone Company of Pennsylvania—  
Sale of poles in the Borough of North East to the Erie Lighting  
Company.
- No. 91.—Don F. Smith and Walter L. Peake, Attorneys for Mrs. Margaret  
Reedy—  
Construction, alteration, relocation, abolition or protection of cross-  
ings of certain public highways in Concord Township, Erie County,  
over the tracks of the Pennsylvania Railroad, Erie Railroad and  
Western New York & Pennsylvania Railroad Companies.  
(Pending.)
- No. 91½.—Central District Telephone Company—  
Sale of poles in East Taylor Township, Cambria County, by the  
Southern Cambria Railway Company.
- No. 92.—Delaware, Lackawanna & Western Railroad Company—  
Abolition of crossing at grade in Borough of Clarks Summit, Lacka-  
wanna County.  
(Pending.)
- No. 93.—Philadelphia & Reading Railway Company—  
Construction of siding at grade in the Borough of Catawissa.
- No. 94.—The Bell Telephone Company of Pennsylvania—  
Lease with Wilkes-Barre Railway Company for attachment of certain  
facilities of former company to poles of latter in the Boroughs of  
Kingston, Dorranceton and Forty Fort.
- No. 95.—Borough of Grove City—  
Construction at grade of crossing over tracks of Pittsburgh, Bessemer  
& Lake Erie Railroad Company.
- No. 96.—Borough of Grove City—  
Construction at grade of crossing over tracks of Pittsburgh, Bessemer  
& Lake Erie Railroad Company.
- No. 97.—Erie Railroad Company, Lessee, Erie & Wyoming Railroad Company,  
and George F. Hower and Herman T. Stender, under firm name of  
Hower & Stender—  
Construction of siding at grade in the City of Scranton.  
(Pending.)
- No. 98.—City of Philadelphia—  
Construction of crossing above grade over tracks of the North Penn-  
sylvania Railroad Company.
- No. 99.—City of Philadelphia—  
Construction of crossing above grade over tracks of the Philadelphia  
& Baltimore Central Railroad Company.
- No. 100.—City of Philadelphia—  
Construction of crossing above grade over tracks of the Connecting  
Railroad Company.
- No. 101.—City of Philadelphia—  
Construction below grade of crossing under tracks of the North  
Pennsylvania Railroad Company.
- No. 102.—Central Railroad Company of New Jersey—  
Construction of temporary narrow gauge railroad tracks over com-  
pany's tracks at or near the City of Wilkes-Barre.
- No. 103.—City of Philadelphia—  
Construction of crossing below grade under the tracks of the Phila-  
delphia & Newtown Connecting Railroad Company.
- No. 104.—City of Philadelphia—  
Construction of crossing above grade over tracks of the Richmond  
Branch of the Philadelphia & Reading Railway Company.



- No. 105.—The Bell Telephone Company of Pennsylvania—  
Lease with Loose-Wiles Biscuit Company for use of certain floor  
space in building located in the City of Harrisburg.
- No. 106.—Pennsylvania Railroad Company—  
Construction of siding at grade in the City of York.
- No. 107.—The Bell Telephone Company of Pennsylvania—  
Sale of poles in the City of Altoona to the Penn Central Light &  
Power Company.
- No. 108.—The Bell Telephone Company of Pennsylvania—  
Sale of poles in the City of Hazleton to the Harwood Electric Com-  
pany.
- No. 109.—Central District Telephone Company—  
Joint use of poles with the Pittsburgh & Butler Railway Company in  
the Borough of Butler.
- No. 110.—Philadelphia & Reading Railway Company—  
Abolition of grade crossing and construction of undergrade crossing  
in the Borough of Pottstown.  
(Pending.)
- No. 111.—Philadelphia & Reading Railway Company and J. B. Millard and H. E.  
Millard, trading as J. B. Millard & Son—  
Construction of siding at grade across public highway in Jackson  
Township, Lebanon County.
- No. 112.—Brockwayville Electric Company—  
Incorporation.
- No. 113.—Citizens Power Company of Union Township—  
Incorporation.
- No. 114.—Columbia & Montour Electric Company—  
Amendment to charter granting right to furnish light, heat and power  
by electricity in the Township of Gearheart, Northumberland  
County.
- No. 115.—Lackawanna & Wyoming Valley Railroad Company—  
Construction of siding at grade across public highway in the Borough  
of Dunmore, Lackawanna County.
- No. 116.—Panama Traction Company—  
Incorporation.
- No. 117.—South Lebanon Township Electric Company—  
Incorporation.  
(Pending.)
- No. 118.—Heidleburg Township Electric Company—  
Incorporation.  
(Pending.)
- No. 119.—Clay Township Electric Company—  
Incorporation.  
(Pending.)
- No. 120.—Elizabeth Township Electric Company—  
Incorporation.  
(Pending.)
- No. 121.—West Cocalico Township Electric Company—  
Incorporation.  
(Pending.)
- No. 122.—The Bell Telephone Company of Pennsylvania, Merion Civic Association  
and The Bala & Merion Electric Company—  
Agreement for change of location of poles and joint use of poles in  
the Township of Lower Merion, Montgomery County.
- No. 123.—Philadelphia, Baltimore & Washington Railroad Company—  
Construction of siding at grade across East Union Street in the  
Borough of West Chester.
- No. 124.—Hazleton Taxi Service Company—  
Incorporation.  
(Pending.)
- No. 125.—Jitney Service Company—  
Incorporation.  
(Pending.)

- No. 126.—Somerset Coal Railway Company—  
Incorporation.
- No. 127.—Western New York & Pennsylvania Railway Company and Pennsylvania Company, operating Western New York & Pennsylvania Railway—  
Change, relocation and alteration of crossings on Produce Street and an alley near said street in the City of New Castle.  
(Pending.)
- No. 128.—Midvalley Power Company—  
Incorporation.  
(Pending.)
- No. 129.—Chapman Electric Light Company—  
Sale by Christ Hansen of electric light plant in Chapman Township, Clinton County.
- No. 130.—The Gratz Water Company—  
Incorporation.
- No. 131.—Cassandra Light Company—  
Incorporation.  
(Pending.)
- No. 132.—West Whiteland Electric Company—  
Incorporation.
- No. 133.—Portage Township Light Company—  
Incorporation.  
(Pending.)
- No. 134.—Southern Heat, Light & Power Company—  
Purchase of poles in Allegheny County from the Central District Telephone Company.
- No. 135.—Hillside Stone Company—  
Construction of siding at grade over public highway in Derry Township, Westmoreland County.
- No. 136.—Hershey Transit Company—  
Construction of power transmission line, etc., in Derry Township, Dauphin County.
- No. 137.—Delaware, Lackawanna & Western Railroad Company—  
Location of stations along line of company's road in Lackawanna and Susquehanna Counties.  
(Pending.)
- No. 138.—Lake Ariel Automobile Transportation Company—  
Incorporation.
- No. 139.—The Bell Telephone Company of Pennsylvania—  
Lease with the Western Union Telegraph Company for certain space in the former company's Commercial Quarters at Pittston.
- No. 140.—Eastern Pennsylvania Light, Heat & Power Company—  
Purchase of controlling interest in the capital stock of the Four Consolidated Electric Company.
- No. 141.—T. W. Phillips Gas & Oil Company—  
Certificate of Valuation.  
(Withdrawn.)
- No. 142.—John Ware—  
Right to operate as a public service company in serving electricity to the inhabitants of the Townships of Clay and West Cocalico, Lancaster County.  
(Pending.)
- No. 143.—Chester Valley Electric Company and West Whiteland Electric Company—  
Sale of property, franchises, etc., of the latter company to the former.
- No. 144.—Chester Valley Electric Company—  
Authority to begin exercise of rights granted to it under ordinance of the Borough of Coatesville.
- No. 145.—East Earl Electric Light & Power Company, Caernarvon Township Electric Company, Caernarvon Electric Light & Power Company, Elverson Electric Company, Honey Brook Township Electric Company and Honey Brook Electric Company—  
Merger and consolidation.

- No. 146.—South Ligonier Telephone Company—  
Incorporation.
- No. 147.—The Youngsville Telephone Company—  
Incorporation.
- No. 148.—The Delta Water Company—  
Certificate of valuation.  
(Withdrawn.)
- No. 149.—Pennsylvania Railroad Company—  
Construction of crossing above grade of public highway in the Township of Franklin, Westmoreland County.
- No. 150.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with Wernersville Electric Light, Heat & Power Company in the Township of Lower Heidelberg, Berks County.
- No. 151.—The Bell Telephone Company of Pennsylvania—  
Lease with John Fenwick of certain rooms in the City of Pittston.
- No. 152.—The Bell Telephone Company of Pennsylvania—  
Lease to the Western Union Telegraph Company of certain space in building in the city of Easton.
- No. 153.—Central District Telephone Company—  
Sale of poles in the Township of Unity, Westmoreland County, to the West Penn Electric Company.
- No. 154.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with the Hamburg Gas & Electric Company in the Boroughs of Hamburg and Centreport and Townships of Windsor, Perry, Ontelaunee, Centre & Tilden, Berks County.
- No. 155.—American Telephone & Telegraph Company of Pennsylvania and The Bell Telephone Company of Pennsylvania—  
Sale of poles in the City of Easton by the former company to the latter.
- No. 156.—The Bell Telephone Company of Pennsylvania—  
Joint use of poles with Perry Electric Light, Heat & Power Company in Borough of Newport.
- No. 157.—Clark's Ferry Bridge Company—  
Incorporation.  
(Pending.)
- No. 158.—Phoenixville, Valley Forge & Strafford Electric Railway Company—  
Construction of crossings at grade of public highways in Merion Township, Montgomery County.  
(Pending.)
- No. 159.—Connoquenessing Power Company—  
Incorporation.  
(Pending.)
- No. 160.—Lawrence Hydro-Electric Company—  
Incorporation.  
(Pending.)
- No. 161.—Hammersley Water Company—  
Incorporation.  
(Pending.)
- No. 162.—Grand View Heights Water Company—  
Incorporation.  
(Pending.)
- No. 163.—Red Star Bus Line—  
Incorporation.
- No. 164.—Snow Shoe Light, Heat & Power Company—  
Incorporation.
- No. 165.—Linfield Electric Light Company and Philadelphia Suburban Gas & Electric Company—  
Sale of property, franchises, etc., of the former company to the latter.
- No. 166.—Harrisburg Bridge Company—  
Lease with The Bell Telephone Company of Pennsylvania providing for attachment of certain equipment on bridge of former company across Susquehanna River.

- No. 167.—The Central District Telephone Company—  
Agreement with Petroleum Telephone Company for joint use of poles  
in Oil City.  
(Pending.)
- No. 168.—The Central District Telephone Company—  
Agreement with H. G. Panton for lease of floor space in a dwelling  
in West View, Allegheny County.  
(Pending.)
- No. 169.—Lehigh Valley Transit Company—  
Approval of leave to construct track on portion of State Highway  
in Hanover Township, Lehigh County.  
(Pending.)
- No. 170.—Wyoming Valley Water Supply Company—  
Purchase of controlling interest in capital stock of the Diamond  
Water Company located in Hazleton, Luzerne County.  
(Pending.)
- No. 171.—The Denver & Ephrata Telephone & Telegraph Company—  
Purchase of property of East Warwick Rural Telephone Company  
located in Lancaster County.  
(Pending.)
- No. 172.—City of Philadelphia—  
Construction of bridge or overgrade crossing of line of Whitby Avenue  
over the tracks of the Philadelphia & Baltimore Central Railroad  
Company.  
(Pending.)
- No. 173.—Ringtown Spring Water Supply Company—  
Approval of agreement with the Girard Water Company for purpose  
of obtaining additional supply of water in the borough of Ringtown,  
Schuylkill County.  
(Pending.)
- No. 174.—The Bell Telephone Company of Pennsylvania—  
Agreement with the Eastern Pennsylvania Light, Heat and Power  
Company and the Pottsville Union Traction Company for the joint  
use of poles in the city of Pottsville.  
(Pending.)
- No. 175.—The Central District Telephone Company—  
Agreement with the Philadelphia Company for the purchase of poles  
in South Buffalo Township, Armstrong County.  
(Pending.)
- No. 176.—The Bell Telephone Company of Pennsylvania—  
Agreements with the Eastern Pennsylvania Railway Company for  
the joint use of poles in New Philadelphia, Schuylkill County.  
(Pending.)
- No. 177.—Monongahela Light & Power Company, The Allegheny County Light  
Company and the Duquesne Light Company—  
Approval of sale of poles in Mifflin Township, Allegheny County, to  
the Central District Telephone Company.  
(Pending.)
- No. 178.—Baltimore and Philadelphia Railroad Company—  
Construction of crossing of tracks of said company across the Chester  
& Telford Road and the tracks of the Southern Pennsylvania  
Traction Company in the borough of Eddystone.  
(Pending.)
- No. 179.—Garrett Electric Light, Heat and Power Company—  
Approval of purchase of right, title and interest of Jennie Wilmoth,  
trading as the Garrett Electric Light, Heat and Power Company,  
unincorporated, in and to the franchises possessed by her.  
(Pending.)
- No. 180.—Antrim Township Electric Company—  
Incorporation.  
(Pending.)



- No. 181.—Quincy Township Electric Company—  
Incorporation.  
(Pending.)
- No. 182.—Washington Township Electric Company—  
Incorporation.  
(Pending.)
- No. 183.—Guilford Township Electric Company—  
Incorporation.  
(Pending.)
- No. 184.—Borough of Benson—  
Agreement with Penn Electric Service Company of Johnstown for  
furnishing electric energy to said borough.  
(Pending.)
- No. 185.—John C. Cook—  
Construction of siding at grade across High Street, in the borough  
of Tipton, Berks County.  
(Pending.)
- No. 186.—The Borough of Punxsutawney—  
Construction of municipal water plant in the said borough.  
(Pending.)
- No. 187.—Slab Cabin Electric Company and the State Centre Electric Company—  
Sale of property of the former company located in Ferguson Township,  
Center County, to the latter company.  
(Pending.)
- No. 188.—The Chester and Delaware River Railroad Company—  
Construction of siding at grade across Market Street in the city of  
Chester.  
(Pending.)
- No. 189.—G. H. Delp & Company—  
Approval of ordinance of the city of Reading granting the right to  
construct a siding at grade across Cherry Street in said city.  
(Pending.)
- No. 190.—The Bell Telephone Company of Pennsylvania—  
Agreement with the McConnellsburg and Breezewood Telephone  
Company for sale of poles in Fulton County.  
(Pending.)
- No. 191.—The Central District Telephone Company—  
Agreement with the Hicoek & Woodrow Telephone Company for sale  
of equipment in the county of Washington.  
(Pending.)
- No. 192.—The Central District Telephone Company—  
Approval of agreement with the Allegheny County Light Company  
for sale of poles in the city of Pittsburgh.  
(Pending.)
- No. 193.—The Central District Telephone Company—  
Agreement with the McConnellsburg & Breezewood Telephone Com-  
pany for sale of equipment in the county of Bedford.  
(Pending.)
- No. 194.—City of Philadelphia—  
Construction of crossing above grade over the tracks of the Phila-  
delphia, Baltimore and Washington Railroad Company on line of  
Fifty-fourth Street in said city.  
(Pending.)
- No. 195.—City of Philadelphia—  
Construction of crossing below grade of the North Pennsylvania Rail-  
road on line with Amesbury Street, in the said city.  
(Pending.)
- No. 196.—City of Philadelphia—  
Approval of construction of crossing below grade of the Philadelphia,  
Baltimore and Washington Railroad on line with Island Avenue,  
in said city.  
(Pending.)

- No. 197.—Clymer Citizens Water Company—  
Incorporation of the said company, for the purpose of supplying water  
in the borough of Clymer, Indiana county.  
(Pending.)
- No. 198.—The Bell Telephone Company of Pennsylvania—  
Agreement with Harrisburg, Carlisle, & Chambersburg Turnpike Road  
Company for right of way to the former company by the latter,  
between Shippensburg and Chambersburg, in the counties of Frank-  
lin and Cumberland.  
(Pending.)
- No. 199.—The Bell Telephone Company of Pennsylvania—  
Agreement with the Lehigh Valley Transit Company and Counties Gas  
and Electric Company for the joint use of a line of poles between  
the boroughs of Norristown and Lansdale.  
(Pending.)
- No. 200.—The Bell Telephone Company of Pennsylvania—  
Approval of purchase of capital stock of the York Southern Telegraph  
Company.  
(Pending.)
- No. 201.—The Bell Telephone Company of Pennsylvania—  
Agreement with The East Broad Top Railroad and Coal Company  
and the Saltillo Telephone Company for the joint use of poles in  
Huntingdon County.  
(Pending.)
- No. 202.—The Central District Telephone Company—  
Agreement with W. E. Klippel, Trustee for W. E. Klippel, et al.,  
operating under the name of the Merchants and Farmers Telephone  
Company, unincorporated, for the sale of certain equipment in the  
counties of Crawford, Venango and Mercer.  
(Pending.)
- No. 203.—The Central District Telephone Company—  
Approval of an agreement with W. E. Moore, of Pittsburgh, for  
sale of poles and right of way in the townships of Unity and  
Ligonier, county of Westmoreland.  
(Pending.)
- No. 204.—The Bell Telephone Company of Pennsylvania—  
Agreement with G. A. Kale, James Schultze, Clyde A. Schultze,  
and Jacob Sharrah operating as the Willow Springs Service Line  
for a lease of wire in the townships of Cumberland and Franklin.  
Adams County.  
(Pending.)

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DISPOSITION BY THE COMMISSION OF APPLICATIONS

FOR

CERTIFICATES OF PUBLIC CONVENIENCE

EVIDENCING THE APPROVAL OF

INCORPORATIONS, MERGERS, SALE OF PROPERTY  
AND CAPITAL STOCK OF PUBLIC SERVICE COM-  
PANIES, ABOLITION OF GRADE CROSSINGS, ETC.,

During the Year Ending June 30, 1915.

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DISPOSITION BY THE COMMISSION OF APPLICATIONS  
FOR CERTIFICATES OF PUBLIC CONVENIENCE EVIDENC-  
ING THE APPROVAL OF INCORPORATIONS, MERGERS,  
SALE OF PROPERTY AND OF CAPITAL STOCK OF PUBLIC  
SERVICE COMPANIES, ABOLITION OF GRADE CROSSINGS  
ETC., DURING THE YEAR ENDING JUNE 30, 1915.

APPLICATION DOCKET NO. 27—1914.

In the matter of the application of the city of  
Wilkes-Barre, under Section 5, Article III, and  
Sections 12, 18 and 19, Article V, of The Public  
Service Company Law, for the approval of the  
construction of a viaduct from Pennsylvania Ave-  
nue to Kidder Street, in the City of Wilkes-Barre. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to the Public Service Commission of the Commonwealth of Pennsylvania, by the city of Wilkes-Barre, by petition in writing dated the 2nd day of March, 1914, for the approval of the location and the construction by the city of Wilkes-Barre of a viaduct from Pennsylvania Avenue to Kidder Street in said city, across the tracks and facilities of the Lehigh Valley Railroad Company, The Delaware and Hudson Company, and the Central Railroad Company of New Jersey, and also for an order approving the plans and specifications for said construction.

The Commission, now, after investigation and hearing, finds and determines that the approval of this application is proper for the service, accommodation, convenience and safety of the public and approves the location and the construction of the said viaduct by the city of Wilkes-Barre, in accordance with the amended plans, and specifications filed by said city and now on file in this office and so marked by the Chief of the Bureau of Engineering.

APPLICATION DOCKET NO. 28—1914.

In the matter of the application of the Reading  
Transit and Light Company, under Section 6,  
Article III, and Sections 18 and 19, Article V,  
of The Public Service Company Law, for a Certi-  
ficate of Public Convenience, evidencing the Com-  
missions's approval of the acquisition of the con-  
trolling right, title and interest in the capital  
stock, etc., of the Lebanon Valley Electric Light  
Company. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Reading Transit and Light Company, by petition in writing, dated the 2nd day of March, 1914, for approval of the acquisition of the controlling right, title and interest in the capital stock, bonds and other securities of the Lebanon Electric Light Company and its subsidiary companies.

The Commission, now, after investigation and hearing finds and determines that the granting of said application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the second day of September, 1914, approves said application, and grants permission to the said Reading Transit and Light Company to purchase and acquire the controlling right, title and interest in the capital stock, mortgage bonds and other securities of the Lebanon Valley Electric Light Company and its subsidiary companies, under the terms of the agreements, dated the 3d day of March, 1914, by and between John S. Weaver of Lebanon, Pennsylvania, and the said Reading Transit and Light Company.

### APPLICATION DOCKET NO. 31—1914.

<p>In the matter of the approval of the proposed crossings of the wires and facilities of the Penn Central Light and Power Company by the wires and facilities of the Raystown Water Power Company, at a point on Wood Street and at a point on small alley east of Division Street, in the Borough of Mount Union.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Whereas, under General Order No. 2, of this Commission, the Raystown Water Power Company filed, on March 26th, 1914, a copy of the notices served upon the Penn Central Light and Power Company of the proposed crossings of the wires and facilities of the Penn Central Light and Power Company, by the wires and facilities of the Raystown Water Power Company, at points on Wood Street and a small alley east of Division Street, in the borough of Mount Union; and

Whereas, on March 31st, 1914, the Penn Central Light and Power Company filed protests against the proposed crossings; and

Whereas, on May 9th, 1914, said Penn Central Light and Power Company filed a supplemental protest against the proposed crossings; and

Whereas, on September 3rd, 1914, the said Raystown Water Power Company filed amended plans of the proposed crossings:

The Commission now, after investigations and hearings, finds, determines and certifies that the manner of the proposed crossings, subject to the conditions herein imposed, is proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the third day of September, 1914, approves the aforesaid proposed crossings to be constructed and maintained in accordance with the amended plan and specifications filed, subject to the following conditions: (1) That the said crossings shall be used for power purposes only; (2) That the said Raystown Water Power Company shall file a satisfactory plan and elevation of each crossing, as constructed, showing the lines of streets and alleys, and poles and lines of wires of all utility companies at or in the vicinity of each of the said crossings; (3) That the vertical clearance between the wires of the Raystown Water Power Company and the wires of the Penn Central Light and Power Company, or those of any other company, at said crossings, shall be at least three feet, and the clearance between the wires of the Raystown Water Power Company and the surface of the street shall not be less than twenty feet; (4) That if, at any time, in the opinion of this Commission, it is desirable that said crossings shall be changed, altered or improved, then the Raystown Water Power Company shall forthwith make such change, alteration or improvement, at its own expense, upon notice to it, by this Commission, so to do.

## APPLICATION DOCKET NO. 34—1914.

In the matter of the application of the Manatawny Railroad Company, under Section 5, Article III, and Sections 12, 13 and 19, Article V, of The Public Service Company Law, for the approval of a crossing above grade of the tracks of the Philadelphia and Reading Railway Company, in Douglass Township, Berks County, near Stowe Station, Montgomery County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Manatawny Railroad Company, by petition in writing, dated the 17th day of February, 1914, for the approval of the construction of a crossing above grade of the tracks of the Philadelphia and Reading Railway Company in Douglass Township, Berks County, near Stowe Station, Montgomery County:

The Commission now, after investigation and hearing, finds and determines that the approval of said petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of July, 1914, approves said crossing to be constructed in accordance with the plans and specifications filed with the Commission on July 13, 1914, subject to the following conditions: (1) That said railroad company place guard rails on the bridge and for a suitable distance on either side along the tracks; (2) that said railroad company file with the Commission detail plans and specifications of the construction, when same has been completed

## APPLICATION DOCKET NO. 64—1914.

In the matter of the application of the State Highway Department of the Commonwealth of Pennsylvania, under Section 5, Article III, and Sections 12, 13 and 19, Article V, of The Public Service Company Law, for the approval of the abolition of two grade crossings and the construction of one crossing, at grade, in Union Township, Washington County, near Mingo School.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the State Highway Department of the Commonwealth of Pennsylvania, by petition in writing, dated the 21st day of May, 1914, for the approval of the abolition of two grade crossings and the construction of one crossing, at grade, in Union Township, Washington County, near Mingo School, fully and at large set out in the said petition and blue prints attached thereto:

The Commission now, after investigation and hearing, finds and determines, in its report and order filed of record, that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves and grants permission to abolish said grade crossings and construct an additional grade crossing, in conformity with the plans on file in this office, and order of the Commission.



## APPLICATION DOCKET NO. 67—1914.

In the matter of the application of The Pittsburgh, Bessemer and Lake Erie Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of a crossing above grade in West Deer Township, Allegheny County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Pittsburgh, Bessemer and Lake Erie Railroad Company, by petition in writing, dated the 16th day of May, 1914, for the approval of the construction of an over-head crossing of the Millerstown Road in West Deer Township, Allegheny County.

The Commission now, after investigation and hearing, finds and determines that the approval of said petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves said crossing to be constructed in accordance with the plans and specifications filed with said petition, subject, however, to the following conditions: (1) That the said railroad company file with the Commission detail plans of the work as it is constructed; (2) That the said railroad company keep the arch or viaduct, at all times, in good order and repair, construct a roadway through same, so as to properly drain itself, and maintain and keep the said drains at all times open and in good condition; (3) That the said railroad company furnish and maintain not less than four lights along the roadway, through said arch or viaduct, lighted from dusk to dawn each night, at its own expense; (4) That the said railroad company place in the masonry of the entire length of said arch or viaduct not less than six three inch conduit lines for use thereafter by such companies for wire lines as the township authorities may direct, and upon such terms as the said authorities shall determine, and without compensation to the railroad for same.

## APPLICATION DOCKET NO. 69—1914.

In the matter of the application of the Perkiomen Electric Transit Company for the approval of the right of said company, a foreign corporation, to exercise its powers and franchises and to do business within the Commonwealth of Pennsylvania.

The certificate in this case was refused upon the ground that the business in which the applicant proposed to engage in Pennsylvania, that of operating a trackless trolley, had not been considered by the Legislature, and no laws had been passed authorizing such a company to use the highways of the Commonwealth for such purpose.



## APPLICATION DOCKET NO. 91—1914.

In the matter of application of the Northern Central Railway Company, under Section 4, Article III, and Sections 20 and 21, Article V, of The Public Service Company Law, for a certificate that the provisions of the above sections of the act have been complied with, with respect to the proposed issue of 154,741 shares of the capital stock of the said railway company.

CERTIFICATE  
OF  
VALUATION.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Northern Central Railway Company, by petition in writing filed June 3d, 1914, for a Certificate, inter alia, that the provisions of Section 4, Article III, of The Public Service Company Law, have been complied with, in the matter of the proposed issue by the said company of 154,741 shares of the capital stock of said company, of the par value of fifty dollars per share.

The Commission now, after investigation and hearing, finds and determines, in its report filed and hereby referred to and make a part hereof, and accordingly, hereby, on the 23d day of July, 1914, certifies that the proposed stock issue is for labor or work done, or property actually received, and that the provisions of said Section 4, Article III, have been duly complied with by the petitioner.

## APPLICATION DOCKET NO. 93—1914.

In the matter of the application of the incorporators of The Gas Company of Mount Union, under Section 2 (a), Article III, Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Gas Company of Mount Union, by petition in writing, dated the 2nd day of July, 1914, for the approval of the incorporation of the Gas Company of Mount Union, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 94—1914.

In the matter of the application of Wilkes-Barre Connecting Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of crossings at grade over the tracks of the Wilkes-Barre Railway Company and over Mill Street, in the Borough of Miners Mills.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Wilkes-Barre Connecting Railroad Company, by petition

in writing, dated the 4th day of May, 1914, for the construction of two crossings at grade, one over the tracks of the Wilkes-Barre Railway Company and the other over Mill Street in the Borough of Miners Mills, being marked "B" and "C", respectively in the said petition and plan filed therewith.

The Commission having found and determined that the abolition of the existing grade crossings of both the tracks of the Wilkes-Barre Railway Company and of Mill Street over the tracks of the Central Railroad Company of New Jersey, and the proposed tracks of the Wilkes-Barre Connecting Railroad Company was necessary for the service, accommodation and convenience of the public, and also having found and determined and ordered a Certificate of Public Convenience to issue, approving the grade crossings "B" and "C", above referred to, upon the condition that said grade crossings would be abandoned upon thirty days' notice from the Commission.

The Commission now, after investigation and hearing, finds and determines, as per its written finding and determination filed, that the said grade crossings be abolished, in accordance with the plans and specifications attached to said finding and determination and order of the Commission, a copy of which remains on file in this office, and accordingly hereby, on the 22nd day of January, 1915, approves the viaduct to be constructed in accordance with the said plans and specifications.

Note: Under date of October 20, 1915, upon petition of the applicant for an amendment to the Commission's order of January 22, 1915, it was directed that the viaduct be constructed in accordance with the plans and specifications on file and referred to in the Commission's findings of January 22, 1915, with the exception of the approach to the viaduct on the west side, which approach was directed to be constructed in accordance with an agreement between the Miner-Hillard Milling Company and the applicant and the plans and specifications filed therewith.

### APPLICATION DOCKET NO. 95—1914.

<p>In the matter of the approval of the proposed crossings of the wires and facilities of the Penn Central Light and Power Company, by the Raystown Water Power Company, at a point in Union Township, Huntingdon County, near the Borough of Mapleton.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Whereas, under General Order No. 2 of this Commission, the Raystown Water Power Company filed, on March 26th, 1914, a copy of notice served upon the Penn Central Light and Power Company, of the proposed crossings of the wires of the Penn Central Light and Power Company by the said Raystown Water Power Company, at two points on a public highway known as the Hares Valley Road in Union Township, Huntingdon County, southwest of the Borough of Mapleton, near the sand plant of the Pittsburgh White Sand Company, and also at a point near the quarry of the Juniata Sand Company; and

Whereas, on April 1st, 1914, the Penn Central Light and Power Company filed its protest against the proposed crossings;

The Commission now, after investigation and public hearing, finds, determines and certifies that the manner of the proposed crossings, subject to the conditions herein imposed, is proper for the safety of the public, and accordingly, hereby, on the 9th day of July, 1914, approves the said proposed crossings to be constructed and maintained in accordance with the plans and specifications filed, subject to the following conditions; (1) That the approval of this Commission of the permit granted by the State Highway Department to the said Raystown Water Power Company on April 17, 1914, be first secured; (2) That if any township roads are crossed by the line of the said Raystown Water Power Company the resolution of

the supervisors of the townships be approved by this Commission; (3) That when said crossings are constructed, the Commission reserves the right to order any changes therein, at any time, and the said Raystown Water Power Company shall make such changes at its own expense.

### APPLICATION DOCKET NO. 96—1914.

In the matter of the approval of the proposed crossing of wires and facilities of the Penn Central Light and Power Company by the wires and facilities of the Raystown Water Power Company, at a point near Alfarata Station, on the Petersburg Branch of the Pennsylvania Railroad Company, in Porter Township, Huntingdon County.

### CERTIFICATE OF PUBLIC CONVENIENCE.

Whereas, Under General Order No. 2 of this Commission, the Raystown Water Power Company filed, on May 20th, 1914, a copy of notice served upon the Penn Central Light and Power Company, of the proposed crossing of the wires and facilities of the Penn Central Light and Power Company by the wires and facilities of the Raystown Water Power Company, at a point near Alfarata Station, on the Petersburg Branch of the Pennsylvania Railroad Company, in Porter Township, Huntingdon County; and

Whereas, on May 25th, 1914, said Penn Central Light and Power Company filed its protest against the proposed crossing; and

Whereas, on May 26th, 1914, said Penn Central Light and Power Company filed a supplemental protest against the proposed crossing; and

Whereas, on June 16th, 1914, the said Raystown Water Power Company filed an amended plan of the proposed crossing, and the said Penn Central Light and Power Company waived the ten days' notice required by General Order No. 2;

The Commission now, after investigation and hearing, finds, determines and certifies that the manner of the proposed crossing, subject to the conditions herein imposed, is proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 9th day of July, 1914, approves the proposed crossing, to be constructed and maintained in accordance with the amended plan and specification filed, subject to the following conditions:

1. That Pole "B" of the Raystown Water Power Company—the pivot pole and the one to sustain the south end of the crossing span proposed, shall be built as a double pole and be constructed, in all respects, similar to the standard practice for such poles similarly located, of the Pennsylvania Railroad Company; and this shall apply also in so far as such standard practice is applicable thereto, to poles "C" and "A" and their wiring and appurtenances.

2. That the highest wire of the Raystown Water Power Company at the proposed crossing shall be so constructed as to provide a clearance of not less than 8 feet beneath the lowest wire of the Penn Central Light and Power Company line, this clearance referring to the transmission wires of said companies. The Raystown Water Power Company shall place guard wires at least 5 feet under the wires that are lowest on the Penn Central Light and Power Company's lines, and these guard wires shall be at least 3 feet above the highest wires of the said Raystown Water Power Company, at the said proposed crossing, and support and properly ground the said guard wires at either end of the said crossing span, in conformity with standard practice for guard crossings of this kind.

3. That if at any time, in the opinion of this Commission, it is desirable that said crossing shall be changed, altered or improved, then the Raystown Water Power Company shall forthwith make such change, alteration or improvement, at its own expense, upon notice to it by this Commission.



4. That the Raystown Water Power Company shall, after having constructed the crossing herein and hereby approved, and in the manner herein provided for, prepare a satisfactory plan and elevation in detail of the crossing as constructed, and of the rights-of-way, property lines and facilities of the Penn Central Light and Power Company at and in the vicinity of the crossing, together with a description thereof sufficient to enable this Commission to determine whether the Raystown Water Power Company has built the crossing as ordered.

### APPLICATION DOCKET NO. 99—1914.

In the matter of the application of the Philadelphia and Reading Railway Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for permission to construct a siding across a public highway, at grade, in the Borough of Hatfield, Montgomery County. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Philadelphia and Reading Railway Company, by petition in writing, dated the 2nd day of June, 1914, and the 27th day of July, 1914, for permission to construct a siding across a public highway, at grade, located about 1,300 feet North of Hatfield Station, in the Borough of Hatfield, Montgomery County, to connect with the plant of the North Penn Washer Company.

The Commission now, after investigation and hearings, determines that the construction of the siding is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 5th day of August, 1914, approve the said petition and grants permission to said company to construct the said siding at grade across the aforesaid public highway, in conformity with the terms of the petition and plans and specifications on file in this office.

### APPLICATION DOCKET NO 100—1914.

In the matter of the application of City of Philadelphia under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction above grade of Diamond Street over the tracks of the Connecting Railway Company, leased and operated by The Pennsylvania Railroad Company. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Philadelphia, by petition in writing, dated the 3rd day of April, 1915, and supplement thereto, dated the 12th day of April, 1915, for the approval of the construction, above grade, of Diamond Street over the tracks of the Connecting Railway Company, leased and operated by The Pennsylvania Railroad Company and being the New York Division of said Pennsylvania Railroad:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 21st day of April, 1915, approves the said crossing and grants permission for the construction thereof, in accordance with the plans and specifications on file in this office, and subject to the following conditions:

First:—That the abutments shall be carried to a sufficient depth to permit, at some future time, the lowering of the tracks in order to give a vertical clearance between the rails and the under side of the bridge of not less than twenty-two feet;



Second:—That the city file with the Public Service Commission complete, detail plans and specifications of the bridge and abutments as constructed, and immediately upon completion of the improvement.

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APPLICATION DOCKET NO. 101—1914.

In the matter of the application of the incorporators of West Deer Township Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the West Deer Township Electric Company, by petition in writing, dated the 30th day of June, 1914, for the approval of the incorporation of the West Deer Township Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3th day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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APPLICATION DOCKET NO. 102—1914.

In the matter of the application of the incorporators of Raccoon Township Light Company, under Section 2(a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Raccoon Township Light Company, by petition in writing, dated the 29th day of June, 1914, for the approval of the incorporation of the Raccoon Township Light Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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APPLICATION DOCKET NO. 103—1914.

In the matter of the application of the incorporators of Independence Light Company, under Section 2(a), Article III, Sections 18 and 19, Article V, of The Public Service Commission Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Independence Light Company, by

petition in writing, dated the 29th day of June, 1914, for the approval of the incorporation of the Independence Light Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 104—1914.

In the matter of the application of the incorporators of the Greene Township Light Company, under Section 2(a), Article III, Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Greene Township Light Company, by petition in writing, dated the 29th day of June, 1914, for the approval of the incorporation of the Greene Township Light Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 105—1914.

In the matter of the application of the incorporators of the Hanover Light Company, under Section 2(a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Hanover Light Company, by petition in writing, dated the 29th day of June, 1914, for the approval of the incorporation of the Hanover Light Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 106—1914.

In the matter of the application of the incorporators of McEwensville Electric Company, under Section 2(a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of McEwensville Electric Company, by petition in writing, dated the 18th day of June, 1914, for the approval of the incorporation of McEwensville Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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APPLICATION DOCKET NO. 107—1914.

In the matter of the application of the incorporators of Lewis Township Electric Company under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Lewis Township Electric Company, by petition in writing, dated the 18th day of June, 1914, for the approval of the incorporation of the Lewis Township Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 8th day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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APPLICATION DOCKET NO. 108—1914.

In the matter of the application of the incorporators of Turbotville Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Turbotville Electric Company, by petition in writing, dated the 18th day of June, 1914, for the approval of the in-



corporation of the Turbotville Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 8th day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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APPLICATION DOCKET NO. 109—1914.

In the matter of the application of the incorporators of Hellertown Electric Light and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Hellertown Electric Light and Power Company, by petition in writing, dated the 23rd day of June, 1914, for the approval of the incorporation of the Hellertown Electric Light and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 8th day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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APPLICATION DOCKET NO. 110—1914.

In the matter of the application of the incorporators of Bethlehem Township Electric Light and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Bethlehem Township Electric Light and Power Company, by petition in writing, dated the 23rd day of June, 1914, for the approval of the incorporation of the Bethlehem Township Electric Light and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 8th day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.



## APPLICATION DOCKET NO. 111—1914.

In the matter of the application of the incorporators of Freemansburg Electric Light and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Freemansburg Electric Light and Power Company, by petition in writing, dated the 23rd day of June, 1914, for the approval of the incorporation of the Freemansburg Electric Light and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 8th day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 112—1914.

In the matter of the application of the incorporators of East Taylor Township Public Service Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the East Taylor Township Public Service Company, by petition in writing, dated the 5th day of June, 1914, for the approval of the incorporation of the East Taylor Township Public Service Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 113—1914.

In the matter of the application of the Hanover Water Company and the Bethlehem Water Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the property, franchises, rights and privileges of the said Hanover Water Company to said Bethlehem Water Company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Hanover Water Company, and the Bethlehem Water Company, by petition in writing, dated the 29th day of June, 1914, and supplemen-

tal petition, for the approval of the sale of all the property, rights, powers, franchises and privileges of the said Hanover Water Company to the said Bethlehem Water Company.

The Commission now, after investigation and hearing, determines that the granting to this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said sale, under the terms and conditions as set forth in said petition on file in this office.

### APPLICATION DOCKET NO. 114—1914.

In the matter of the application of Bethlehem City Water Company and the Bethlehem Water Company, under Sections 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of all the property, rights, powers and franchises of said Bethlehem City Water Company to said Bethlehem Water Company.

### CERTIFICATE OF PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Bethlehem City Water Company and the Bethlehem Water Company, by petition in writing, dated the 27th day of June, 1914, for the approval of the sale of all the property, rights, powers and franchises of the said Bethlehem City Water Company to said Bethlehem Water Company.

The Commission now, after investigation and hearing, determines that the granting to this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the said sale, under the terms and conditions as set forth in said petition on file in this office.

### APPLICATION DOCKET NO. 115—1914.

In the matter of the application of the Bethlehem Water Company under Section 4 (a), Article 3 and Sections 21 and 22, Article 5, of The Public Service Company Law, for a Certificate that the provisions of the above Sections of the Act have been complied with, with respect to the proposed issue of certain bonds, stocks and notes of said Company.

### CERTIFICATE OF PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Bethlehem Water Company by a petition filed June 30, 1914, for a Certificate that the provisions of Section 4 (a), Article 3, of The Public Service Company Law have been complied with in the matter of the proposed issue by said Company of certain bonds, stocks and notes, more specifically described in said petition, the Commission now, after investigation and hearing, finds and determines, and accordingly hereby, on the nineteenth day of August, 1914, certifies that the proposed issue (a) of capital stock of said Company in the amount of \$399,000.00 par value, of which \$100,000.00 par value is preferred stock and the remainder common stock, (b) Five Per Cent. Thirty Year First Mortgage Gold Bonds to the amount of \$800,000.00 (c) \$150,000.00 par value of six per cent. notes to mature at a date within twelve months of their issue, is for labor or work done or property actually received, and that the provisions of Section 4, Article 3, of said Act have been duly complied with by the petitioner.

## APPLICATION DOCKET NO. 116—1914.

In the matter of the application of the Butler and Grove City Railway Company, under Section 2 (a) Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the reorganization of said company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Butler and Grove City Railway Company, by petition in writing, dated the 6th day of June, 1914, among other things, for the approval of the reorganization of the said railway company.

The Commission now, after investigation and hearing, finds and determines that the approval of said reorganization is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of July, 1914, approves the reorganization of said company.

## APPLICATION DOCKET NO. 117—1914.

In the matter of the application of Parker City Gas Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of all the property of said company to the Pennsylvania Fuel Supply Company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Parker City Gas Company, by petition in writing, dated the 19th day of June, 1914, for the approval of the sale of all the property of said company to the Pennsylvania Fuel Supply Company.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety, of the public, and accordingly, hereby, on the 9th day of July, 1914, approves said sale, under the terms and conditions as set forth in said petition and Bill of Sale on file in this office.

APPLICATION DOCKET NO. 117 $\frac{1}{2}$ —1914.

In the matter of the application for the approval of the incorporation of the Point Electric Company.

A certified copy of the application for Letters Patent of the above company, filed with the Secretary of the Commonwealth, was transmitted by that department on June 30, 1914, to the Commission.

A hearing was fixed for June 22, 1914, but on request of the applicant was cancelled.

On July 9, 1914, the Secretary of the Commonwealth advised that the application in the case had been withdrawn.



## APPLICATION DOCKET NO. 118—1914.

In the matter of the application of the City of Philadelphia, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a highway, above grade, over the tracks of the Philadelphia, Baltimore and Washington Railroad Company, at 71st Street, in said city.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Philadelphia, by petition in writing, dated the 1st day of July, 1914, for the approval of the construction of a highway above grade, over the tracks of the Philadelphia, Baltimore and Washington Railroad Company, at 71st Street, in said City.

The commission now, after investigation and hearing, finds and determines that the granting of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 9th day of July, 1914, approves said crossing to be constructed in accordance with the plans and specifications on file with the Commission, subject to the following condition: That the City of Philadelphia shall file with the Commission, upon completion of the structure, detail plans of the bridge as built.

## APPLICATION DOCKET NO. 119—1914.

In the matter of the application of the City of Philadelphia, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a crossing, above grade, of the tracks of the Baltimore and Ohio Railroad Company, at Reed Street, said City.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Philadelphia, by petition in writing, dated the 1st day of July, 1914, for the approval of the construction of a highway above grade, over the tracks of the Baltimore and Ohio Railroad Company, at Reed Street, said City.

The commission now, after investigation and hearing, finds and determines that the granting of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 9th day of July, 1914, approves said crossing to be constructed in accordance with the plans and specifications on file with the Commission, subject to the following conditions: (1) That the minimum clearance of said bridge above the tracks of the said railroad company shall be 22 feet; (2) That the said City, upon completion of the structure, shall file with the Commission detail plans of the bridge as built.



## APPLICATION DOCKET NO. 120—1914.

In the matter of the application of the City of Philadelphia, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a highway, above grade, over the tracks of the Philadelphia and Baltimore Central Railroad Company, at Warrington Avenue, said City.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Philadelphia, by petition in writing, dated the 1st day of July, 1914, for the approval of the construction of a highway above grade, over the tracks of the Philadelphia and Baltimore Central Railroad Company, at Warrington Avenue, said City.

The commission now, after investigation and hearing, finds and determines that the granting of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 9th day of July, 1914, approves said crossing to be constructed in accordance with the plans and specifications on file with the Commission, subject to the following condition: That the said City, upon completion of the structure, shall file with the Commission detail plans of the bridge as built.

## APPLICATION DOCKET NO. 121—1914.

In the matter of the application of the City of Philadelphia, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a highway, above grade, over the tracks of the Richmond Branch of the Philadelphia and Reading Railway Company, at Glenwood Avenue, said City.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Philadelphia, by petition in writing, dated the 1st day of July, 1914, for the approval of the construction of a highway above grade, over the tracks of the Richmond Branch of the Philadelphia and Reading Railway Company, at Glenwood Avenue, said City.

The commission now, after investigation and hearing, finds and determines that the granting of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 9th day of July, 1914, approves said crossing, subject to the following conditions: (1) That the abutments shall be carried down to a sufficient depth to provide for a possible vertical headroom of 22 feet between the under side of the bridge and the tops of the rails, as the tracks may eventually be laid; (2) that the City of Philadelphia, upon completion of the structure, shall file with the Commission detail plans of the bridge as built.

## APPLICATION DOCKET NO. 122—1914.

In the matter of the application of the Elizabethtown and Deodate Street Railway Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a crossing above grade over the tracks and right of way of the Cornwall and Lebanon Railroad Company, in Mount Joy Township, Lancaster County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Elizabethtown and Deodate Street Railway Company, by petition in writing, dated the first day of June, 1914, for the approval of the construction of a crossing, above grade, over the tracks and right of way of the Cornwall and Lebanon Railroad Company, near Beverly Station, in Mount Joy Township, Lancaster County.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the construction of said crossing above grade, in accordance with the plans and specifications filed, and the agreement between the said companies dated the 26th day of September, 1914, hereto attached, subject, however, to the additional condition that the said Elizabethtown and Deodate Street Railway Company shall place guard-rails on the bridge and the approaches thereto.

## APPLICATION DOCKET NO. 123—1914.

In the matter of the application of the New Castle Electric Street Railway Company, under Section 3 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of extensions or branches to its charter route, in the City of New Castle.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the New Castle Electric Street Railway Company, by petition in writing, dated the 13th day of June, 1914, for the approval of five extensions to the charter route of the said company in the City of New Castle, fully and at large set forth in the said petition on file in this office.

The Commission now, after investigation and hearing, finds and determines that the granting of said petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 9th day of July, 1914, approves said petition and extensions, as follows: (1) From the public square in the said City of New Castle North on North Jefferson Street; (2) from the public square south on South Jefferson and Moravia Street to the tracks of the said Company at the intersection of Long Avenue; (3) From the tracks of the said company on Moravia Street at the intersection of Gardner Avenue, southeast on Moravia Street, Ralph Avenue and public road to the village of West Pittsburgh; (4) From Moravia Street south on Mahoning Avenue extension to the railway of the New Castle and Mahoningtown Street Railway Company on the south side of the Shenango River; (5) From West Washington Street southwest on Atlantic Avenue, etc.

APPLICATION DOCKET NO. 124—1914.

In the matter of the application of the Mahoning and Shenango Railway and Light Company under Section 6, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for a Certificate of Public Convenience, evidencing the Commission's approval of the acquisition of the controlling right, title and interest in the capital stock, etc., of the Wheatland Street Railway Company, The Valley Street Railway Company, et al.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Mahoning and Shenango Railway and Light Company, by petition in writing, dated the 11th day of June, 1914, for approval of the acquisition of the controlling right, title and interest in the capital stock, bonds and other securities of the Wheatland Railway Company, The Valley Street Railway Company, Sharon and Wheatland Street Railway Company, Sharon and New Castle Street Railway Company, Sharon Gas and Water Company, Shenango Valley Electric Light Company, and Sharpsville Electric Light Company.

The Commission now, after investigation and hearing, finds and determines that the granting of said application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of October, 1914, approves said application, and grants permission to the said Mahoning and Shenango Railway and Light Company to purchase and acquire the controlling right, title and interest in the capital stock, mortgage bonds and other securities of the Wheatland Street Railway Company, The Valley Street Railway Company, Sharon and Wheatland Street Railway Company, Sharon and New Castle Street Railway Company, Sharon Gas and Water Company, Shenango Valley Electric Light Company and Sharpsville Electric Light Company, under the terms of the following agreements, dated the 6th day of June, 1914, by and between the Youngstown Sharon Railway and Light Company and the Mahoning and Shenango Railway and Light Company, and by and between The Sharon and New Castle Railways Company and the Mahoning and Shenango Railway and Light Company, both of which agreements are attached to said petition, on file in this office.

APPLICATION DOCKET NO. 125—1914.

In the matter of the application of the Gaffney and James City Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of three crossings at grade, over public highways, situate in Jones and Highland Townships, Elk County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Gaffney and James City Railroad Company, by petition in writing, dated the 10th day of May, 1914, for the approval of the construction, at grade, of the tracks of the said railroad company across the following public highways, in Elk County:

1. The public highway leading from Kane to Nansen in Highland Township, at a point about 500 feet from the plant of the American Plate Glass Company;
2. The public highway in Highland Township leading from Gaffney to James City, at a point about 50 feet from the above mentioned crossing;



3. The public highway in Jones Township leading from Gaffney to Kane, at a point about 150 feet from the Pittsburgh and Western Railway Company: which said crossings are more fully and at large described in said petition and blue prints attached thereto;

The Commission now, after investigation and hearing, determines that the granting of said petition is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 18th day of June, 1914, approves said petition and grants permission to construct the aforesaid crossings, at grade, in conformity with the terms of the said petition and plans and specifications filed therewith.

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### APPLICATION DOCKET NO. 126—1914.

In the matter of the application of the Gaffney and James City Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for approval of the construction of its tracks and facilities, at grade, across the tracks and facilities of the Kane and Elk Railroad Company, near Gaffney, Elk County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Gaffney and James City Railroad Company, by petition in writing, dated the 19th day of May, 1914, for the approval of the construction, at grade, of the tracks and facilities of the said Gaffney and James City Railroad Company across the tracks and facilities of the Kane and Elk Railroad Company, at the points of crossing mentioned in said petition and shown on the plans attached to said petition.

The Commission now, after investigation and hearing, finds and determines that the granting of said petition is necessary or proper for the service, accommodation, convenience, and safety of the public, and accordingly, hereby, on the 5th day of August, 1914, approves said petition, and grants permission to construct the aforesaid crossings, at grade, in conformity with the modified plan hereto attached and made a part hereof, subject to the following conditions:

1. That the Gaffney and James City Railroad Company shall construct and maintain the crossings at grade at points marked A, B and C, on the plan entitled "Gaffney and James City Railroad Company Plan, showing crossings over side-tracks of the Kane and Elk Railroad Company, as modified and amended by the Public Service Commission August 5, 1914; scale one inch equals forty feet," and on file in the office of the Commission, the form of construction to be that of standard railroad crossings.

2. That the Gaffney and James City Railroad Company shall construct and maintain one hand-operated semaphore on its own right of way, but in the vicinity of crossing "A," reference being made to the plan mentioned in the preceding condition. The object of this is to provide a distance signal so that the Kane and Elk Railroad movement of cars into the yards shall not be made when the target is not against it or vice versa. Therefore, the said Gaffney and James City Railroad Company shall make suitable arrangements with and permit the Kane and Elk Railroad Company to jointly operate the said hand semaphore.

3. That if, at any time, in the opinion of the Public Service Commission, the public convenience or safety requires any additional precaution or any changes to be made at or in the vicinity of the said crossings, hereby or herein approved, then upon order so to do by this Commission, the Gaffney and James City Railroad Company shall forthwith proceed to execute such order or orders.



## APPLICATION DOCKET NO. 127—1914.

In the matter of the application of The Lake Shore and Michigan Southern Railway Company, Geneva, Corning and Southern Railroad Company, and the Dunkirk, Allegheny Valley and Pittsburgh Railroad Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the consolidation and merger of said companies, with other railroad companies, into The New York Central Railroad Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Lake Shore and Michigan Southern Railway Company; Geneva, Corning and Southern Railroad Company, and The Dunkirk, Allegheny Valley and Pittsburgh Railroad Company, by petition in writing, dated the 9th day of May, 1914, for the approval of an agreement of consolidation and merger between the said companies and other railroad companies, under the terms and conditions as set forth in said agreement of consolidation and merger, dated the 29th day of April, 1914, forming one corporation known as The New York Central Railroad Company.

The Commission now, after investigation and hearings, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of December, 1914, approves the said consolidation and merger, and directs that this Certificate be attached to the joint agreement of consolidation and merger.

## APPLICATION DOCKET NO. 129—1914.

In the matter of the application of the incorporators of the Farmers' Mutual Telephone Company of McKean Township, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Farmers' Mutual Telephone Company of McKean Township, by petition in writing, dated the 17th day of July, 1914, for the approval of the incorporation of the Farmers' Mutual Telephone Company of McKean Township, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 130—1914.

In the matter of the application of the incorporators of the Milford Township Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Milford Township Electric Company, by petition in writing, dated the 14th day of July, 1914, for the approval of the incorporation of the Milford Township Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 131—1914.

In the matter of the application of the incorporators of the Milford Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Milford Electric Company, by petition in writing, dated the 14th day of July, 1914, for the approval of the incorporation of the Milford Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 132—1914.

In the matter of the application of the incorporators of the Westfall Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Westfall Electric Company, by petition in writing, dated the 14th day of July, 1914, for the approval of the incorporation of the Westfall Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 133—1914.

In the matter of the application of the incorporators of the New Holland Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the New Holland Electric Company, by petition in writing, dated the 15th day of July, 1914, for the approval of the incorporation of the New Holland Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 134—1914.

In the matter of the application of Michael M. Nolt, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the assignment by said company to the New Holland Electric Company, of all rights, privileges and franchises granted said Michael M. Nolt by ordinance of the Borough of New Holland.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Michael M. Nolt, by petition in writing, dated the 14th day of July, 1914, for the approval of the assignment by said company to the New Holland Electric Company, of all the rights, privileges and franchises granted said Michael M. Nolt by an ordinance of the Borough of New Holland, enacted the 6th day of July, 1914, said assignment being dated the 8th day of July, 1914:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the assignment of all the rights, privileges and franchises, fully described in the Agreement hereto attached, a copy of which remains on file in this office.



## APPLICATION DOCKET NO. 135—1914.

In the matter of the application of Michael M. Nolt, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale, assignment and transfer of all the property, powers, franchises and privileges of said company to John S. Graybill, Jr.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Michael M. Nolt, by petition in writing, dated the 14th day of July, 1914, for the sale, assignment and transfer of all the property, powers, franchises and privileges of said company to John S. Graybill, Jr., as set forth in deed of conveyance, dated the 8th day of July, 1914, between Michael M. Nolt and Lizzie W., his wife, to the said John S. Graybill, Jr., and in the agreement dated the 10th day of September, 1912, between the Borough of New Holland and Michael M. Nolt, made in pursuance of an ordinance of said Borough enacted the 10th day of June, 1904, and assignment dated the 8th day of July, 1914, by Michael M. Nolt to John S. Graybill, Jr., of his rights in said contract:

The Commission now, after investigation and hearing, finds and determines that the granting of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd-day of July, 1914, approves said sale, assignment and transfer of the property, powers, franchises and privileges of the said Michael M. Nolt and directs that this Certificate be attached to the deed and agreement.

## APPLICATION DOCKET NO. 136—1914.

In the matter of the application of the incorporators of the Mocanaqua Electric Light, Heat and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Mocanaqua Electric Light, Heat and Power Company, by petition in writing, dated the 17th day of July, 1914, for the approval of the incorporation of the Mocanaqua Electric Light, Heat and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.



## APPLICATION DOCKET NO. 137—1914.

In the matter of the application of the incorporators of the Mountainhome Trucking Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Mountainhome Trucking Company, by petition in writing, dated the 10th day of July, 1914, for the approval of the incorporation of the Mountainhome Trucking Company, the character, object and purpose of which is fully and at large set out in the application hereto attached:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the application.

## APPLICATION DOCKET NO. 138—1914.

In the matter of the application of the incorporators of Story's Express Company, Incorporated, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Story's Express Company, Incorporated, by petition in writing, dated the 15th day of July, 1914, for the approval of the incorporation of Story's Express Company, Incorporated, the character, object and purpose of which is fully and at large set out in the Application hereto attached:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the application.

## APPLICATION DOCKET NO. 139—1914.

In the matter of the application of Harrisburg and Mechanicsburg Electric Railway Company, under Section 3 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an extension to its charter route, in the City of Harrisburg. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Harrisburg and Mechanicsburg Electric Railway Company, by petition in writing, dated the 9th day of July, 1914, for the approval of an

extension to the charter route of the said company in the City of Harrisburg, fully and at large set forth in the said petition on file in this office:

The Commission now, after investigation and hearing, finds and determines that the granting of said petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves said petition and extension, as follows:

From the tracks of the petitioning company, at the intersection of Strawberry Avenue with Second Street, or Market Square; thence southwardly on Market Square, with single track, for a distance of about 300 feet to the intersection of Market Square with Market Street; thence westwardly on Market Street, with double track, for a distance of about 500 feet to the eastern building line of Front Street, in said City of Harrisburg.

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### APPLICATION DOCKET NO. 140—1914.

In the matter of the application of the Lake Erie, Franklin and Clarion Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a crossing, at grade, on a public road, at or near the boundary line between properties of John Love and C. Dean Klahr, in Clarion Township, Clarion County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Lake Erie, Franklin and Clarion Railroad Company, by petition in writing, dated the 16th day of June, 1914, for the approval of the construction of a crossing, at grade, on a public road, at or near the boundary line between properties of John Love and C. Dean Klahr, in Clarion Township, Clarion County:

The Commission now, after investigation and hearing, finds and determines that the approval of said petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves said petition and crossing, in accordance with plans on file in this office.

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### APPLICATION DOCKET NO. 141—1914.

In the matter of the application of Philadelphia and Reading Railway Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the (1) Re-location of an existing grade crossing of Nixon Street, in the 21st Ward of the City of Philadelphia; (2) The construction of a grade crossing on Nixon Street, 550 feet North of Fountain Street; (3) The construction of an overhead crossing of Nixon Street to connect the tracks of the railway company with the property of the Martin and William H. Nixon Paper Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Philadelphia and Reading Railway Company, by petition in writing, dated the 20th day of June, 1914, for the approval of the following crossings: (1) To re-locate at grade an existing grade crossing of the siding across

Nixon Street in the 21st Ward of the City of Philadelphia, at a point about 290 feet North of Fountain Street, said City; (2) To lay and maintain, at grade, a siding across the said Nixon Street, about 550 feet North of Fountain Street; (3) To erect and maintain a siding across the said Nixon Street at Fountain Street, by an overhead girder bridge to connect the Venice Branch of the Philadelphia and Reading Railway Company with the property of Martin and William H. Nixon Paper Company:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said application, and grants permission to construct said crossings, in accordance with the terms of the said petition and the plans and specifications on file in this office.

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#### APPLICATION DOCKET NO. 143—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the lease of certain facilities of said company to the West Branch Bell Telephone Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 3rd day of June, 1914, for the approval of the lease of two copper circuits of said company to the West Branch Bell Telephone Company, more fully described in the Articles of Agreement entered into between said company, dated the 27th day of March, 1914:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves said lease, and directs that this certificate be attached to the original Articles of Agreement.

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#### APPLICATION DOCKET NO. 144—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the lease of certain facilities by said company of the New Street Bridge Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 6th day of June, 1914, for the approval of the lease by said company of certain facilities of the New Street Bridge Company, as evidenced by



an agreement between said companies, dated the 11th day of March, 1914, supplementing an agreement between the parties, dated the 23rd day of October, 1903:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves said lease, as evidenced by said agreement and directs that this certificate be attached to the original copy of said agreement.

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### APPLICATION DOCKET NO. 145—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of agreement between said company and the Big Spring Electric Company, providing for the joint use of a pole.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition, in writing, dated the 18th day of June, 1914, for the approval of a certain written agreement, dated the 7th day of May, 1914, by and between said company and the Big Spring Electric Company, providing for the joint use of a pole, more fully described in the Articles of Agreement aforesaid:

The Commission now, after investigation and hearing, finds and determines that the approval of this agreement, is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves said agreement and directs that this certificate be attached to the original copy thereof.

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### APPLICATION DOCKET NO. 146—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the approval of a contract between said company and the Edison Electric Company, providing for the joint use of poles.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania by petition in writing, dated the 18th day of June, 1914, for the approval of a certain written contract, dated the 10th day of April, 1914, by and between the said company and the Edison Electric Company, providing for the joint use of poles, more fully described in said Articles of Agreement:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves said contract, and directs that this certificate be attached to the original Articles of Agreement.



## APPLICATION DOCKET NO. 147—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract with the Metropolitan Electric Company, providing for the joint use of poles.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 18th day of June, 1914, for the approval of a certain written contract, dated the 29th day of May, 1914, between said company and the Metropolitan Electric Company, providing for the joint use of poles, more fully described in said Articles of Agreement:

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves said contract, and directs that this certificate be attached to the original copy of the Articles of Agreement.

## APPLICATION DOCKET NO. 150—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease of certain facilities of said company to I. S. Miller, Agent.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 18th day of June, 1914, for the approval of a lease of certain facilities of said company to I. S. Miller, Agent, more fully described in the Articles of Agreement entered into on the 17th day of March, 1914, by and between said companies:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the lease of said facilities, more fully described in the aforesaid Articles of Agreement, and directs that this certificate be attached to the original copy of such agreement.

## APPLICATION DOCKET NO. 151—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of certain property of said company to B. L. Davis, Trading and Doing Business as the Blossburg Telephone Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 18th day of June, 1914, for the approval of the sale of

certain equipment of the said The Bell Telephone Company of Pennsylvania, to B. L. Davis, Trading and Doing Business as the Blossburg Telephone Company, more fully described in the Articles of Agreement entered into the first day of April, 1914, by and between said companies:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the sale of said equipment, and directs that this certificate be attached to the original copy of the agreement more fully describing said equipment.

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### APPLICATION DOCKET NO. 152—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the lease between said company and H. F. Starner, Agent, of certain property of said company.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 18th day of June, 1914, for the approval of the lease of one (1) No. 12 iron circuit located on its poles, between Pole No. 146 at Seven Stars and Pole No. 20, at Gettysburg, of the Gettysburg-Biglerville Trunk Line, in the Townships of Franklin and Cumberland, County of Adams, by H. F. Starner, Agent, more fully described in the Articles of Agreement entered into the 28th day of January, 1914, between said company and said H. F. Starner, Agent:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the lease of said property, and directs that this certificate be attached to the original copy of said agreement.

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### APPLICATION DOCKET NO. 154—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of certain property of said company to the Sinking Spring Electric Light, Heat and Power Company.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 18th day of June, 1914, for the approval of the sale of four (4) poles of the said company to the Sinking Spring Electric Light, Heat and Power Company, fully described in the Articles of Agreement entered into the 17th day of April, 1914, by and between said companies:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the sale of said poles, fully described in said Articles of Agreement, and directs that this certificate be attached to the original copy of such agreement.

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APPLICATION DOCKET NO. 155—1914.

<p>In the matter of the application of The Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of certain facilities of said company to The Bell Telephone Company of Pennsylvania.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 18th day of June, 1914, for the approval of the sale of a line of poles, located upon and along a portion of the public highway extending from Marvindale, in Hamlin Township, to Clexmont, in Sergeant Township, County of McKean, belonging to the said The Central District Telephone Company, to The Bell Telephone Company of Pennsylvania, more fully described in the Articles of Agreement entered into the 26th day of January, 1914, by and between said companies:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves the sale of said facilities, fully described in the Articles of Agreement, and directs that this certificate be attached to the original copy of such agreement.

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APPLICATION DOCKET NO. 157—1914.

<p>In the matter of the application of Southern Cambria Railway Company, under Section 3 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an extension or branch to its charter route, from a point near Jamestown Station on its present line, to Nanty-Glo.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Southern Cambria Railway Company by petition in writing, filed the 15th day of July, 1914, for the approval of an extension or branch to the charter route of the said company, from a point on its present Ebensburg and Johnstown line known as "Jamestown Station," to a point in Nanty-Glo near the intersection of the Blacklick Railroad and the Dunwiddie



Mine Branch Railroad, fully and at large set forth in the Certificate of the Secretary of the Commonwealth on file in this office:

The Commission now, after investigation and hearing, finds and determines that the granting of said petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of July, 1914, approves said petition and extension, as above set forth, and directs that this certificate be attached to the certificate on file in the office of the Secretary of the Commonwealth.

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### APPLICATION DOCKET NO. 158—1914.

In the matter of the application of Montour Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of the Public Service Company Law, for permission to cross, at grade, a public road in Robinson Township, Washington County, between land of the Estate of Samuel McAdams and land of Pittsburgh Coal Company of Pennsylvania.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Montour Railroad Company, by petition in writing, dated the 23rd day of June, 1914, for permission to cross, at grade, a public road in Robinson Township, Washington County, between land of the Estate of Samuel McAdams and land of Pittsburgh Coal Company of Pennsylvania:

The Commission now, after investigation and hearing, finds and determines that the granting of said crossing is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the second day of September, 1914, approves and grants permission to the said Montour Railroad Company to cross said public road, at grade, in accordance with the plans and specifications on file in this office, subject to the following conditions: (1) That a track circuit signal bell be installed and operated by the company at said crossing; (2) That the ground within fifty feet of the crossing be levelled to the elevation of the tracks there; (3) That upon order of the Commission the said company will prepare and submit to the Commission complete plans and specifications for the abolition of said crossing and when the plans and specifications have been approved, modified or amended the company shall forthwith proceed to execute the same and to defray such proportion of the cost or all of the cost of the same as may be determined by the Commission after hearing.

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### APPLICATION DOCKET NO. 159—1914.

In the matter of the application of Montour Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of the Public Service Company Law, for permission to cross, at grade, a public road on land of W. J. McMurray, in Peters Township, Washington County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Montour Railroad Company, by petition in writing, dated the 23rd day of June, 1914, for permission to cross, at grade, a public road on land of W. J. McMurray, in Peters Township, Washington County:



The Commission now, after investigation and hearing, finds and determines that the granting of said crossing is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the second day of September, 1914, approves and grants permission to the said Montour Railroad Company to cross said public road, at grade, in accordance with the plans and specifications on file in this office, subject to the following conditions: (1) That it is distinctly understood and agreed by the said railroad company that the said crossing shall be vacated and abolished on or before eighteen months from the date of this certificate; (2) That the usual railroad crossing signs shall be maintained by the said company.

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#### APPLICATION DOCKET NO. 160—1914.

In the matter of the application of Montour Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of the Public Service Company Law, for permission to cross, at grade, a public road dividing land of the Heirs of Peter Croco and land of J. F. Ploeger, in Bethel Township, Allegheny County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Montour Railroad Company, by petition in writing, dated the 23rd day of June, 1914, for permission to cross, at grade, a public road dividing the land of the Heirs of Peter Croco and land of J. F. Ploeger, in Bethel Township, Allegheny County.

The Commission now, after investigation and hearing, finds and determines that the granting of said crossing is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the second day of September, 1914, approves and grants permission to the said Montour Railroad Company to cross said public road, at grade, in accordance with the plans and specifications on file in this office, subject to the following conditions: (1) That a track circuit signal bell be installed and operated at said crossing by the said company; (2) That at any time hereafter the Commission may direct, that the Company shall place gates and a watchman at the said crossing; (3) That upon order of the Commission the said company shall prepare and submit to the Commission complete plans and specifications for the abolition of said crossing, and when the plans and specifications have been approved, modified or amended the company shall forthwith proceed to execute the same and to defray such proportion of the cost, or all of the cost, as may be determined by the Commission, after hearing.

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#### APPLICATION DOCKET NO. 161—1914.

In the matter of the application of the Ephrata and Lebanon Street Railway Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the lease of the property of said company to the Ephrata and Lebanon Traction Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Ephrata and Lebanon Street Railway Company, by petition in writing, dated the 17th day of July, 1914, for the approval of the lease,

by said company, of all its property to the Ephrata and Lebanon Traction Company, more fully described in the Articles of Agreement entered into the 23rd day of June, 1914, between said companies:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 23rd day of July, 1914, approves the lease of all the property, fully described in the Articles of Agreement hereto attached, a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 162—1914.

<p>In the matter of the application of the Gleasonton and Paddy's Run Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of two crossings, at grade, of two public highways, in Chapman Township, Clinton County.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Gleasonton and Paddy's Run Railroad Company, by petition in writing, dated the 30th day of June, 1914, for the approval of the construction of two crossings, at grade, of two public highways, in Chapman Township, Clinton County, fully and at large described in the said petition and blue prints attached thereto:

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 23rd day of July, 1914, approves the construction of said two crossings, at grade, in accordance with the plans on file in this office.

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### APPLICATION DOCKET NO. 163—1914.

<p>In the matter of the application of The Citizens Fire Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a siding, at grade, across North Railroad Street, in the Borough of Tamaqua.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Citizens Fire Company, by petition in writing, dated the 13th day of June, 1914, for the approval of the construction of a siding, at grade, across North Railroad Street, in the Borough of Tamaqua:

The Commission now, after investigation and hearing, finds and determines that the approval of said petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of July, 1914, approves said crossing, to be constructed in accordance with the plans and specifications filed with said petition, subject to the following condition: That the crossing be protected by a flagman when cars are being moved to or from the coal dock.

## APPLICATION DOCKET NO. 164—1914.

In the matter of the application of the Williamstown Gas Company, under Section 2 (b) Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the beginning of the exercise of the franchise granted to said Company by the Borough of Williamstown.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Williamstown Gas Company, by petition in writing, dated the 23rd day of July, 1914, for the approval of the beginning of the exercise of the franchise granted to the said Company by the Borough of Williamstown, as evidenced by ordinance of the Council of said Borough, enacted June 3rd, 1914, granting the right to construct and operate a gas plant in said Borough.

The Commission now after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 5th day of August, 1914, approves said petition, and authorizes the said Company to begin to exercise the right to erect, operate and maintain a gas plant in the Borough of Williamstown, Dauphin County.

## APPLICATION DOCKET NO. 165—1914.

In the matter of the application of the Pennsylvania Railroad Company and Frank T. Myers and Martin Samtman, trading under the name of Myers and Samtman, for the approval of the construction of a crossing at grade of Mermaid Lane, in Springfield Township, Montgomery County.

After a field inspection by the Commission's Chief Engineer, in company with Commissioner Johnson, the Commission refused to give its approval to the crossing in question, and the petition was dismissed without the issuance of a formal order.

## APPLICATION DOCKET NO. 166—1914.

In the matter of the application of the Homeopathic State Hospital for the Insane and the Central Railroad Company of New Jersey, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for permission to construct a siding at grade across a public highway near Rittersville, in Hanover Township, Lehigh County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Homeopathic State Hospital for the Insane and the Central Railroad Company of New Jersey, by petition in writing, dated the 11th day of July, 1914, and amended petition dated the 17th day of August, 1914, for permission to construct a siding, at grade, across a public highway, leading from the City of Allentown to the Borough of West Bethlehem, near Rittersville, Hanover Township, Lehigh County, to connect with the buildings of the said Hospital for the Insane.

The Commission now, after investigation and hearings, finds and determines that the construction of the siding is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of August, 1914, approves said petition and grants permission to the said Company to construct a siding a grade across the aforesaid public highway, in conformity with the terms of the petition, and plans, specifications and agreement on file in this office.



## APPLICATION DOCKET NO. 167—1914.

In the matter of the application of the incorporators of Monongahela Southern Traction Company, under Section 2 (a), Article III, and Sections 18 and 19, Article of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Monongahela Southern Traction Company, by petition in writing, dated the 22nd day of July, 1914, for the approval of the incorporation of Monongahela Southern Traction Company, the character, object and purpose of which is fully and at large set out in the Articles of Association hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 5th day of August, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Articles of Association.

## APPLICATION DOCKET NO. 168—1914.

In the matter of the application of the Central District Telephone Company, under Section 6 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the purchase of the capital stock of the Burgettstown Farmers Telephone Company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Central District Telephone Company, by petition in writing, dated the 10th day of July, 1914, for the approval of the purchase of the capital stock of the Burgettstown Farmers Telephone Company by the said Central District Telephone Company, under the terms and conditions as set forth in said petition.

The Commission now after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 5th day of August, 1914, approves said petition, and directs that this Certificate be attached to the original copy of the Agreement.

## APPLICATION DOCKET NO. 171—1914.

In the matter of the application of the Easton and Western Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of an overhead crossing, over a public highway known as the Freemansburg Road, and also over the tracks and right of way of the Easton Transit Company, in Palmer Township, Northampton County. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Easton and Western Railroad Company, by petition in writing, dated the 13th day of July, 1914, as amended at a hearing held on



August 4th, 1914, for permission to cross the public highway known as the Freemansburg Road, above grade, also the tracks, property and right of way of the Easton Transit Company at a point known as Station 120 plus 15.45 of the said Railroad Company in Palmer Township, Northampton County.

The Commission now, after investigation and hearings, determines that the construction of the said overhead crossing is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of August, 1914, approves the said petition, and grants permission to the said Company to construct the said bridge or viaduct in conformity with the plans, specifications and agreement by and between the Easton Transit Company and the Easton and Western Railroad Company, dated the 17th day of June, 1914, on file in this office.

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### APPLICATION DOCKET NO. 172—1914.

In the matter of the application of the Easton and Western Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a crossing at grade, over a public highway known as Wilson's Road, in the Township of Palmer, Northampton County. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Easton and Western Railroad Company, by petition in writing, dated the 13th day of July, 1914, for permission to cross, at grade, the public highway known as Wilson's Road, in the Township of Palmer, Northampton County.

The Commission now, after investigation and hearing, determines that the construction of the said crossing is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of August, 1914, approves the said petition, and grants permission to the said Company to cross at grade the aforesaid public highway, in conformity with the plans and specifications on file in this office, subject to the following conditions:

1. That the said Company will properly grade the approaches to the crossing, drain and plank the crossing, and fill with broken stone, in conformity with the standard practice of grade crossings.
2. That the said Company will keep the crossing in proper repair at all times.
3. That the Railroad Company will establish a signal bell at the crossing.

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### APPLICATION DOCKET NO. 173—1914.

In the matter of the application of the Easton and Western Railroad Company, under Section 5, Article II, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a crossing at grade, of the public highway known as Hope's Road, near Hope's Lock, Northampton County. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Easton and Western Railroad Company, by petition in

writing, dated the 13th day of July, 1914, for permission to cross at grade the public highway known as Hope's Road, at a point located at Station 48 plus 14 of the line of said railroad, near Hope's Lock, Northampton County.

The Commission now, after investigation and hearings, determines that the construction of the said crossing is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 4th day of August, 1914, approves the said petition, and grants permission to the said Company to cross at grade the aforesaid highway, in conformity with the plans and specifications on file in this office, subject to the following conditions:

1. That the said Company will properly grade the approaches to the crossing, drain and plank the crossing, and fill with broken stone, in conformity with the standard practice of grade crossings.
2. That the said company will keep the crossing in proper repair at all times.

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#### APPLICATION DOCKET NO. 175—1914.

In the matter of the application of the Greene County Telephone and Telegraph Company for a Certificate of Valuation covering the proposed issue of stock to the amount of \$80,000.

On May 28, 1914, the petition of the Greene County Telephone and Telegraph Company in this matter was filed and hearings were held on June 18, 1914, and July 21, 1914.

The application was referred to the Chief of the Bureau of Accounts and Statistics for examination of the books of the company, and before any decision was made by the Commission, the applicant, on August 5, 1914, requested permission to withdraw its petition for a Certificate of Valuation and file in lieu thereof a Certificate of Notification. This request was granted.

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#### APPLICATION DOCKET NO. 177—1914.

In the matter of the application of the incorporators of The Slab Cabin Electric Company under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of The Slab Cabin Electric Company, by petition in writing, dated the 4th day of August, 1914, for the approval of the incorporation of the Slab Cabin Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of August, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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APPLICATION DOCKET NO. 178—1914.

In the matter of the application of the incorporators of the Rossiter Electric Company, under Section 2 (a), Article III, and Section 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Rossiter Electric Company, by petition in writing, dated the 4th day of August, 1914, for the approval of the incorporation of the Rossiter Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of August, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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APPLICATION DOCKET NO. 179—1914.

In the matter of the application of the Northwestern Pennsylvania Railway Company, under Section 5, Article III, and Sections 12, 18 and 19, of Article V, of The Public Service Company Law, for the approval of a crossing above grade over the tracks of the Nypano Railroad Company in Cambridge Township, Crawford County, Pennsylvania. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Northwestern Pennsylvania Railway Company, by petition in writing, dated the 23rd day of July, 1914, for the approval of the construction of a crossing above grade, over the tracks and right of way of the Nypano Railroad Company, in Cambridge Township, Crawford County, Pennsylvania.

The Commission now, after investigation and hearing, determines that the construction of the crossing is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of August, 1914, approves the said petition, and grants permission to the said Company to construct the said crossing above grade, in conformity with the terms of the petition and plans and specifications on file in this office.



## APPLICATION DOCKET NO. 180—1914.

In the matter of the application of Citizens of Lester, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a public highway known as Fourth Avenue, across the tracks and right of way of the Philadelphia and Reading Railway Company, at Lester, Delaware County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Citizens of Lester, by amended petition in writing, dated the 23rd day of July, 1914, for the approval of the construction of a public highway known as Fourth Avenue, across the tracks and rights of way of the Philadelphia and Reading Railway Company and the removal of the station of the said company from Third Avenue to Fourth Avenue, in the Village of Lester, Delaware County.

The Commission now, after investigation and hearings, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of October, 1914, approves and grants permission for the construction of said public highway, and for the removal of said station from Third to Fourth Avenue, in accordance with the plans and specifications filed with petition and subject to the following conditions: 1st. That the existing grade crossing at Third Avenue by the Philadelphia and Reading Railway Company in said village of Lester be closed and abandoned by the Supervisors of Tinicum Township, Delaware County; (2) That the Philadelphia and Reading Railway Company move the passenger station now located at Third Avenue to Fourth Avenue in said village; (3) That the Lester Piano Company and the Supervisors of Tinicum Township board up or otherwise close the existing or private crossing at or near Fifth Avenue; (4) That said company shall hereafter permit no crossing of its tracks or facilities anywhere in the village of Lester or vicinity, except at Fourth Avenue.

## APPLICATION DOCKET NO. 181—1914.

In the matter of the application of Wesley W. Moore, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of all rights, title, interest, property, equipment, et cetera, of the said Wesley W. Moore in and to the Kuhn, Bakersville and Husband Telephone Line, to the Economy Telephone Stock Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Wesley W. Moore and the Economy Telephone Stock Company, by petition in writing dated the 24th day of June, 1914, for the approval of the sale of the rights, title, interest, property, equipment, et cetera, of the said Wesley W. Moore, in and to the Kuhn, Bakersville and Husband Telephone Line, to the said Economy Telephone Stock Company, as evidenced by an Agreement between the said parties, dated the 19th day of June, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of August, 1914, approves said sale, as evidenced by said Agreement, and directs that this Certificate be attached to the original copy of said agreement.



## APPLICATION DOCKET NO. 182—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of certain plant of the Saltillo Telephone Company to the Bell Telephone Company of Pennsylvania. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania and the Saltillo Telephone Company, by petition in writing, dated the 10th day of July, 1914, for the approval of the sale of certain plant of the said Saltillo Telephone Company to The Bell Telephone Company of Pennsylvania, as evidenced by an agreement between the said Companies, dated the 30th day of March, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of August, 1914, approves said sale in conformity with the terms of the petition and as evidenced by said Agreement, and directs that this Certificate be attached to the original copy of said agreement.

## APPLICATION DOCKET NO. 183—1914.

In the matter of the application of the Baltimore & Ohio Railroad Company and the Schuylkill River East Side Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for permission to construct a siding at grade, across Dickinson Street at its intersection with Vandalia Street, in the City of Philadelphia. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Baltimore & Ohio Railroad Company and the Schuylkill River East Side Railroad Company, by petition in writing, dated the 23rd of July, 1914, for permission to construct a siding at grade across Dickinson Street, at its intersection with Meadow Street, now called Vandalia Street, in the City of Philadelphia, to connect with the plant of the Spreckles' Sugar Refining Company.

The Commission now, after investigation and hearings, determines that the construction of the siding is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 18th day of August, 1914, approves the said petition and grants to the said Companies permission to construct the said siding at grade cross the aforesaid streets, in conformity with the terms of the petition and plans and specifications on file in this office.

## APPLICATION DOCKET NO. 184—1914.

In the matter of the application of the Baltimore & Ohio Railroad Company and the Schuylkill River East Side Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19 of Article V, of the Public Service Company Law, for permission to construct a siding on Vandalia Street and across Wolfe Street in the City of Philadelphia.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Baltimore & Ohio Railroad Company and the Schuylkill River East Side Railroad Company, by petitions in writing, dated the 23rd day of July, 1914, for permission to construct a siding at grade on Vandalia Street, formerly called Meadow Street, and across Wolfe Street at its intersection with Vandalia Street, in the city of Philadelphia, to connect with the plant of the Harshaw, Fuller & Goodwin Company.

The Commission now, after investigation and hearings, determines that the construction of the siding is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of August, 1914, approves the said petition and grants permission to the said Companies, to construct the said siding at grade across the aforesaid streets, in accordance with the terms of the petition, and plans and specifications on file in this office.

## APPLICATION DOCKET NO. 185—1914.

In the matter of the application of Catasauqua and Fogelsville Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a siding, at grade, across a public highway, at a point 100 feet northwest of Walbert Station, in South Whitehall Township, Lehigh County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Catasauqua and Fogelsville Railroad Company, by petition in writing, dated the 10th day of August, 1914, for the approval of the construction of a siding, at grade, across a public highway, at a point 100 feet northwest of Walbert Station, in South Whitehall Township, Lehigh County.

The Commission now, after investigation and hearings, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 23rd day of October, 1914, approves and grants permission for the construction of said siding, at grade, in accordance with the plans filed with the petition.

## APPLICATION DOCKET NO. 186—1914.

In the matter of the application of the Supervisors of Cooper Township, Clearfield County, for the approval of a crossing at grade of a proposed highway across the tracks of the New York Central Railroad Company near the village of Windbourne, said County.

It appeared at the hearing held August 19, 1914, and from the report of the Chief of the Bureau of Engineering of the Commission, who made a field inspection, that the crossing is not necessary for the accommodation, convenience or safety of the public, and, on October 7, 1914, the petition was refused.

## APPLICATION DOCKET NO. 187—1914.

In the matter of the application of the Leroy Telephone Company and the Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of certain plant of the Leroy Telephone Company to The Bell Telephone Company of Pennsylvania.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Leroy Telephone Company and The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 6th day of June, 1914, for the approval of the sale of certain plant of the said Leroy Telephone Company to the said The Bell Telephone Company of Pennsylvania, as evidenced by an agreement between the said parties, dated the 8th day of May, 1914.

The Commission now, after investigation and hearings, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of August, 1914, approves said sale, as evidenced by said Agreement, and directs that this Certificate be attached to the original copy of said agreement.

## APPLICATION DOCKET NO. 188—1914.

In the matter of the application of the Borough of Hummelstown for the approval of the construction of a crossing at grade at a point where Water Street, said Borough, crosses the tracks and right of way of the Philadelphia & Reading Railway Company.

A hearing was held on the application on August 19, 1914, and a report filed by the Chief of the Bureau of Engineering, who made a field inspection. It appeared that said crossing would not be necessary for the accommodation, convenience or safety of the public, and on September 16, 1914, the application was refused.

A petition for rehearing was filed by the borough, but before a hearing was held on this application the petitioner requested permission to withdraw the petition, which request was granted October 21, 1914.

## APPLICATION DOCKET NO. 189—1914.

In the matter of the application of East Penn Gas Light Company, et al., under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the merger and consolidation of said companies. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by East Penn Gas Light Company, Macungie Gas Company, Macungie Gas & Fuel Company, Perkiomen Gas and Fuel Company, and Fleetwood Gas & Fuel Company, by petition in writing, dated the 12th day of August, 1914, for the approval of the agreement of merger and consolidation between the said companies, under the terms and conditions as set forth in said agreement of consolidation and merger, dated the 15th day of June, 1914, forming said companies into one corporation to be known as the East Penn Gas Light Company.

The Commission now, after investigation and hearing, finds and determines, as per its report made and filed as of this date and hereto attached, that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of May, 1915, approves the said merger and consolidation, and directs that this Certificate of Public Convenience be attached to the joint Agreement of consolidation and merger.

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## APPLICATION DOCKET NO. 190—1914.

In the matter of the application of the United Railway Company for the approval of an amendment of its charter extending its line from the village of Humbert to Daniel Rupp Farm, Somerset County.

A certified copy of Articles of Association covering this amendment to the charter of the United Railway Company, filed with the Secretary of the Commonwealth, was transmitted to this Commission and a date for hearing fixed, but before a hearing was held the application was withdrawn on the request of the company dated August 3, 1914.

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## APPLICATION DOCKET NO. 192—1914.

In the matter of the incorporation of the Penn Township Light, Heat & Power Company.

The proposed company desired to supply light, heat and power by electricity in the Township of Penn, York County. A protest was filed by the Hanover Light, Heat & Power Company.

A hearing was held, but before any decision was handed down by the Commission the petition was withdrawn by the applicant.



## APPLICATION DOCKET NO. 193—1914.

In the matter of the application of the incorporators of Lower Windsor Township Light, Heat and Power Company under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Lower Windsor Township Light, Heat and Power Company, by petition in writing, dated the 14th day of August, 1914, for the approval of the incorporation of Lower Windsor Township Light, Heat and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of September, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 194—1914.

In the matter of the application of the incorporators of Heidelberg Township Light, Heat and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Heidelberg Township Light, Heat and Power Company, by petition in writing, dated the 14th day of August, 1914, for the approval of the incorporation of Heidelberg Township Light, Heat and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of September, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 195—1914.

In the matter of the application of the incorporators of Jackson Township Light, Heat and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Jackson Township Light, Heat and Power Company, by petition in writing, dated the 14th day of August, 1914, for

the approval of the incorporation of Jackson Township Light, Heat and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of September, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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#### APPLICATION DOCKET NO. 196—1914.

In the matter of the application of the incorporators of Windsor Township Light, Heat and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Windsor Township Light, Heat and Power Company, by petition in writing, dated the 14th day of August, 1914, for the approval of the incorporation of Windsor Township Light, Heat and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of September, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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#### APPLICATION DOCKET NO. 197—1914.

In the matter of the application of the incorporators of Spring Grove Light, Heat and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Spring Grove Light, Heat and Power Company, by petition in writing, dated the 14th day of August, 1914, for the approval of the incorporation of Spring Grove Light, Heat and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of September, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 198—1914.

In the matter of the application of the incorporators of Monroe Township Light Company under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Monroe Township Light Company, by petition in writing, dated the 5th day of August, 1914, for the approval of the incorporation of Monroe Township Light Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 2nd day of September, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 199—1914.

In the matter of the application of the incorporators of Penn Township Light Company under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Penn Township Light Company, by petition in writing, dated the 5th day of August, 1914, for the approval of the incorporation of Penn Township Light Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 2nd day of September, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 200—1914.

In the matter of the application of the incorporators of Schuylkill Township Electric Company under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Schuylkill Township Electric Company, by petition in writing, dated the 22nd day of September, 1914, for the approval of the



incorporation of Schuylkill Township Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 201—1914.

In the matter of the application of the incorporators of Charlestown Township Electric Company under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Charlestown Township Electric Company, by petition in writing, dated the 22nd day of September, 1914, for the approval of the incorporation of Charlestown Township Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 202—1914.

In the matter of the application of the incorporators of Scranton Parcel and Passenger Delivery Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Scranton Parcel and Passenger Delivery Company, by petition in writing, dated the 30th day of September, 1914, for the approval of the incorporation of Scranton Parcel and Passenger Delivery Company the character, object and purpose of which is fully and at large set out in the application hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the application.



## APPLICATION DOCKET NO. 203—1914.

In the matter of the application of the incorporators of Bernville Motor Company under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Bernville Motor Company by petition in writing, dated the 2nd day of September, 1914, for the approval of the incorporation of Bernville Motor Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 2nd day of September, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 204—1914.

In the matter of the application of Uniontown Radial Street Railway Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a crossing, above grade, over the tracks of the Pennsylvania Railroad Company, in the Borough of Uniontown. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Uniontown Radial Street Railway Company, by petition in writing, dated the 10th day of August, 1914, for the approval of the construction of a crossing, above grade, over the tracks of the Pennsylvania Railroad Company, in the Borough of Uniontown.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 2nd day of September, 1914, approves said crossing to be constructed in accordance with the plans, specifications and agreement on file in this office.

## APPLICATION DOCKET NO. 205—1914.

In the matter of the application of The Pennsylvania Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a crossing at grade across a portion of 30th Street, to connect with property of Headley Good Roads Company, in the City of Philadelphia. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Railroad Company, by petition in writing, filed August 10, 1914, for the approval of the construction of a siding at grade, across

a portion of 30th Street, to a point of connection with the property of the Headley Good Roads Company on the east side of 30th street south of Walnut Street, in the City of Philadelphia.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves and grants permission to construct said siding at grade, in accordance with the terms and conditions in said petition and plans and specifications filed therewith, and directs that this certificate be attached to the agreement between the Pennsylvania Railroad Company and the Headley Good Roads Company, a copy of which is filed with petition.

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### APPLICATION DOCKET NO. 206—1914.

In the matter of the application of The Pennsylvania Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a siding, at grade, across portions of Swanson Street and Snyder Avenue to a point of connection with property of Harry Publicker, at the northwest corner of said streets, in the City of Philadelphia.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Railroad Company, by petition in writing, dated August 10, 1914, for the approval of the construction of a siding at grade, across portions of Swanson Street and Snyder Avenue to a point of connection with property of Harry Publicker, at the northwest corner of said streets, in the City of Philadelphia.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 2nd day of September, 1914, approves the construction of said siding, at grade, in accordance with the plans on file in this office, and the agreement between said company and said Harry Publicker, dated the 29th day of December, 1913, hereto attached.

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### APPLICATION DOCKET NO. 207—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of certain facilities to the Scranton Electric Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 8th day of August, 1914, for the approval of the sale by said company to the Scranton Electric Company of certain facilities, consisting of six

poles, located in the City of Scranton, and more fully described in the Articles of Agreement entered into by and between said companies and dated the 20th day of June, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said agreement, hereto attached.

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### APPLICATION DOCKET NO. 208—1914.

<p>In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of fourteen poles located on Main and Water Streets in the city of Pittston, to the Wilkes-Barre Railway Company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 8th day of August, 1914, for the approval of the sale of fourteen (14) poles, located on Main and Water Streets, in the City of Pittston, to the Wilkes-Barre Railway Company, more fully described in the Articles of Agreement entered into between said companies, and dated the 27th day of June, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the third day of September, 1914, approves said sale, and directs that this Certificate be attached to the aforesaid agreement.

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### APPLICATION DOCKET NO. 209A—1914.

<p>In the matter of the application of York Railways Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between the Edison Light and Power Company and the City of York, granting said Light and Power Company the right to acquire and use and operate the property of the Merchants Electric Light, Heat and Power Company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the York Railways Company, by petition in writing, dated the 15th day of August, 1914, for the approval, inter alia, of an ordinance contract between the Edison Light and Power Company and the City of York, as evidenced by an ordinance of the said City passed the 3rd day of July, 1914, granting to the said Edison Light and Power Company the right to acquire, and use and operate, the property and franchises of the Merchants Electric Light, Heat and Power Company.

The Commission now, after investigation and hearing, finds and determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of April, 1915, approves said contract, as evidenced by said ordinance hereto attached.



## APPLICATION DOCKET NO. 209B—1914.

In the matter of the application of York Railways Company, under Section 6 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the purchase and acquisition of the controlling right, title and interest in the Merchants Electric Light, Heat and Power Company. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the York Railways Company, by petition in writing, dated the 15th day of August, 1914, and supplemental petition, dated the 21st day of January, 1915, for the approval, inter alia, of the purchase and acquisition of the controlling right, title and interest in the Merchants Electric Light, Heat and Power Company, said controlling right and interest being represented by \$124,500 face value of first mortgage, five per cent., gold bonds of the said Electric Company, and 100 shares par value \$10 of the capital stock of said company, under the terms as set forth in the supplemental petition, to-wit, \$315,000 face value of first mortgage, five per cent. gold bonds of the York Railways Company and \$1,261.76 in cash.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of April, 1915, approves the said application and grants permission to the said York Railways Company to purchase and acquire the controlling right, title and interest in the Merchants Electric Light, Heat and Power Company, upon the terms and conditions as above set forth.

## APPLICATION DOCKET NO. 210—1914.

In the matter of the application of Elk Natural Gas Company, under Section 3 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an extension to its charter route in the counties of Jefferson, Elk and McKean. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Elk Natural Gas Company, by petition in writing, dated the 28th day of August, 1914, for the approval of an extension to the charter route of the said company, in the counties of Jefferson, Elk and McKean, fully and at large set forth in the said petition on file in this office.

The Commission now, after investigation and hearing, finds and determines that the granting of said petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the third day of September, 1914, approves said petition and extension, as follows: Thence through Eldred, Warsaw and Polk Townships, Jefferson County, Pennsylvania, and Spring Creek and Ridgway Townships, Elk County, Pennsylvania, to a point near Ridgway, Pennsylvania; thence through Ridgway, Jones and Highland Townships, Elk County, Pennsylvania, to a point near McKinley Station, Jefferson County, Pennsylvania, and thence through Highland Township, Jefferson County, Pennsylvania, Wetmore and Hamlin Townships, McKean County, Pennsylvania, to Kane, Pennsylvania.



## APPLICATION DOCKET NO. 211—1914.

In the matter of the application of Philadelphia Rapid Transit Company, under Section 3 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the additional rights, powers, franchises and privileges, as specified in ordinances of the City of Philadelphia, enacted the 9th day of April, 1914, and the 28th day of May, 1914.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Philadelphia Rapid Transit Company, by petition in writing, dated the 11th day of August, 1914, for the approval of the additional rights, powers, franchises and privileges granted to said company by two ordinances of the City of Philadelphia, the first enacted the 9th day of April, 1914, granting permission to the Empire Passenger Railway Company, and the Green and Coates Streets Philadelphia Passenger Railway Company, and their lessee, the Philadelphia Rapid Transit Company, etc., to construct certain curves specified in said ordinance, and the second ordinance enacted the 28th day of May, 1914, granting consent to the Union Passenger Railway Company and its lessee, the Philadelphia Rapid Transit Company, to make certain extensions in its tracks and overhead trolley system in the Fifteenth Ward, with the necessary curves, etc.

The Commission now, after investigation and hearing, finds and determines that the approval of said petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the third day of September, 1914, approves said petition, and directs that this certificate be attached to the certified copies of said ordinances.

## APPLICATION DOCKET NO. 212—1914.

In the matter of the petition of the York Water Company for process to prevent the City of York from violating the provisions of The Public Service Company Law by restraining it from enforcing its ordinances to compel the petitioner to install a meter service and to regulate its rates.

The Council of the City of York, February 27th, 1914, passed an ordinance requiring that the York Water Company, its successors and assigns, whenever requested so to do in writing by any consumer of water within the City of York, to install at its own expense and maintain thereafter without any further charge or expense to the consumer, a meter for the measuring of the quantity of water used or consumed, and to base its charges or rates therefor in the manner prescribed by law.

The Mayor of the City approved the Ordinance and a later amendment. Thereupon the York Water Company filed with the Commission, July 10th, 1914, its petition praying that the Commission "will request the Attorney General of this Commonwealth pursuant to the provisions of Section 34 of Article 5 of The Public Service Company Law, to proceed in the name of the Commonwealth by injunction or other appropriate remedy at law or in equity to restrain the city of York, its officers, Council and employes from enforcing the provisions of the said Ordinances heretofore recited."

The Commission in its report held that there was no such violation of the Public Service Company Law shown as the Attorney General would be asked to restrain, and that if the ordinance is in conflict with the law, the remedy is in the courts, it having no power to supervise or control municipal legislation or its consequences.

## APPLICATION DOCKET NO. 213—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the lease of certain facilities of said company, and the Center Electric Company, in Howard Borough, and Township of Howard, Center County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 12th day of August, 1914, for the approval of the lease of certain poles of said company and the Center Electric Company, in Howard Borough and the township of Howard, Centre County, more fully described in the Articles of Agreement entered into by and between said companies on the 28th day of July, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said agreement, hereto attached.

## APPLICATION DOCKET NO. 214—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of a one-half interest in and the lease of a pole by said company to the Raystown Water Power Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 12th day of August, 1914, for the approval of the sale of a one-half interest in and lease of a pole, located on the corner of 6th and Washington Streets, in the Borough of Huntingdon, by said company to the Raystown Water Power Company; more fully described in the Articles of Agreement entered into by and between said companies on the 30th day of June, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said agreement, hereto attached.

## APPLICATION DOCKET NO. 215—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the lease of certain facilities of the Metropolitan Electric Company by said telephone company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 12th day of August, 1914, for the approval of the lease of cer-

tain facilities of the Metropolitan Electric Company by said telephone company, said facilities consisting of certain poles located in Berks County, and more fully described in the Articles of Agreement entered into by and between said companies on the 5th day of August, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said agreement, hereto attached.

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### APPLICATION DOCKET NO. 216--1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease providing for the joint use of poles between said company and the Penn Public Service Company, located in the County of Clearfield.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 12th day of August, 1914, for the approval of a lease between said company and the Penn Public Service Company, providing for the joint use of poles located along a highway between the Villages of Smoke Run, Bigler Township, and Beccaria, Beccaria Township, and along the public highway to the village of Leland, county of Clearfield, under the terms and conditions as set forth in the agreement between said companies, dated the 28th day of July, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the public service company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 217--1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the lease of certain facilities of the Altoona and Logan Valley Electric Railway Company by said telephone company, in the Township of Logan, Blair County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 12th day of August, 1914, for the approval of the lease of certain facilities of the Altoona and Logan Valley Electric Railway Company by said



telephone company, said facilities consisting of certain poles located in the Township of Logan, Blair County, and more fully described in the Articles of Agreement entered into by and between said companies on the 28th day of July, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said agreement, hereto attached.

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### APPLICATION DOCKET NO. 218—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania and Home Electric Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease providing for the joint use of poles between said companies, in the Borough of Coudersport.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, and Home Electric Company, by petition in writing, dated the 21st day of August, 1914, for the approval of a lease between said companies, providing for the joint use of poles, located in the Borough of Coudersport, under the terms and conditions as set forth in the agreement between said companies, dated the 24th day of March, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the electric company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 219—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania and the Lehigh and Wilkes-Barre Coal Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease providing for the joint use of poles in Luzerne, Carbon and Schuylkill Counties.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania and the Lehigh and Wilkes-Barre Coal Company, by petition in writing, dated the 21st day of August, 1914, for the approval of a lease, providing for the joint use of poles, in Luzerne, Carbon and Schuylkill Counties, between said companies, under the terms and conditions as set forth in the agreement entered into between said companies, dated the 29th day of January, 1914, a copy of which agreement is filed with the petition.



The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the coal company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 220—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the lease by said company of certain facilities of the Bradford County Telephone Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 17th day of August, 1914, for the approval of the lease by said company of certain facilities of the Bradford County Telephone Company, consisting of five pairs of wires in the cable owned by said Bradford County Telephone Company, which crosses the Susquehanna River between the Boroughs of Towanda and East Towanda, more fully described in the Articles of Agreement entered into by and between said companies on the 14th day of July, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said agreement, hereto attached.

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### APPLICATION DOCKET NO. 221—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania and the Luzerne County Gas and Electric Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease providing for the joint use of poles between said companies, in the County of Luzerne.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, and the Luzerne County Gas and Electric Company, by petition in writing, dated the 17th day of August, 1914, for the approval of a lease between said companies, providing for the joint use of poles, located in the County of Luzerne, under the

terms and conditions as set forth in the agreement between said companies, dated the 31st day of December, 1913, a copy of which agreement is filed with the petition:

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the electric company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

APPLICATION DOCKET NO. 222—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the lease of certain facilities of the Lancaster and Ephrata Turnpike Company.	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 17th day of August, 1914, for the approval of the lease by said company of certain facilities of the Lancaster and Ephrata Turnpike Company, more fully described in the Articles of Agreement entered into by and between said companies on the 7th day of July, 1914, whereby said telephone company is given the right to erect its pole line along said turnpike from the first toll-gate at Roseville to the Landis Valley Hotel.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said agreement, hereto attached.

APPLICATION DOCKET NO. 223—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of certain facilities of said company to the Scranton Railway Company.	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 14th day of August, 1914, for the approval of the sale by said company to the Scranton Railway Company, of certain facilities, consisting of

a pole, located on the Northerly side of Broad Street, East of South Main Street in the City of Pittston, and more fully described in the Articles of Agreement entered into by and between said companies on the 9th day of May, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said agreement, hereto attached.

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#### APPLICATION DOCKET NO. 224—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of certain facilities to the Postal Telegraph-Cable Company.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 14th day of August, 1914, for the approval of the sale by said company to the Postal Telegraph-Cable Company of certain facilities, consisting of one pole located on the North side of Broad Street, between North Main Avenue and Butler Alley in the City of Pittston, and more particularly described in the Articles of Agreement entered into by and between said companies on the 26th day of May, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said agreement, hereto attached.

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#### APPLICATION DOCKET NO. 225—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of certain facilities to the Edison Electric Company.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 14th day of August, 1914, for the approval of the sale by said company to the Edison Electric Company of certain facilities, consisting of one pole, located on the west side of North Market Street, between West High and West Winemove Streets, in the Borough of Elizabethtown, and more fully described in the Articles of Agreement entered into by and between said companies, on the 6th day of August, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said agreement, hereto attached.



APPLICATION DOCKET NO. 226—1914.

<p>In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of certain facilities to the Scranton Railway Company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 14th day of August, 1914, for the approval of the sale by said company to the Scranton Railway Company of certain facilities, consisting of fifteen poles, located in the City of Scranton, and more fully described in the Articles of Agreement entered into by and between said companies on the 4th day of May, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said agreement, hereto attached.

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APPLICATION DOCKET NO. 227—1914.

<p>In the matter of the application of Duquesne Light Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the capital stock of the Greene Township Light Company to said Duquesne Light Company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Duquesne Light Company, by petition in writing, dated the 4th day of August, 1914, for the approval of the sale of all the capital stock of the Greene Township Light Company to said Duquesne Light Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said sale.

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APPLICATION DOCKET NO. 228—1914.

<p>In the matter of the application of Duquesne Light Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the capital stock of the Independence Light Company to said Duquesne Light Company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Duquesne Light Company, by petition in writing, dated the 4th day of August, 1914, for the approval of the sale of the capital stock of the Independence Light Company to said Duquesne Light Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said sale.



## APPLICATION DOCKET NO. 229—1914.

In the matter of the application of Duquesne Light Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the capital stock of the Raccoon Township Light Company to said Duquesne Light Company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Duquesne Light Company, by petition in writing, dated the 4th day of August, 1914, for the approval of the sale of all the capital stock of the Raccoon Township Light Company to said Duquesne Light Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said sale.

## APPLICATION DOCKET NO. 230—1914.

In the matter of the application of Duquesne Light Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the capital stock of the Hanover Light Company to said Duquesne Light Company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Duquesne Light Company, by petition in writing, dated the 4th day of August, 1914, for the approval of the sale of all the capital stock of the Hanover Light Company to said Duquesne Light Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 13th day of September, 1914, approves said sale.

## APPLICATION DOCKET NO. 234—1914.

In the matter of the application of the incorporators of Walnutport Electric Light and Power Company, under Section 2(a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Walnutport Electric Light and Power Company, by petition in writing, dated the 12th day of September, 1914, for the approval of the incorporation of Walnutport Electric Light and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public and accordingly hereby on the 16th day of September, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 235—1914.

In the matter of the application of the incorporators of Lehigh Township Electric Light and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Lehigh Township Electric Light and Power Company, by petition in writing, dated the 12th day of September, 1914, for the approval of the incorporation of Lehigh Township Electric Light and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 236-A.—1914.

In the matter of the application of the incorporators of Etna Transportation Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Etna Transportation Company, by petition in writing, dated the 25th day of September, 1914, for the approval of the incorporation of Etna Transportation Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation convenience or safety of the public, and accordingly, hereby, on the 3rd day of December, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 236-B.—1914.

In the matter of the application of the incorporators of Etna Transportation Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Etna Transportation Company, by petition in writing, dated the 25th day of September, 1914, for the approval of the

incorporation of Etna Transportation Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of December, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 237—1914.

In the matter of the application of the incorporators of Caernarvon Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.	} CERTIFICATE OF PUBLIC CONVENIENCE
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Caernarvon Electric Company, by petition in writing, dated the 5th day of September, 1914, for the approval of the incorporation of Caernarvon Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 238—1914.

In the matter of the application of the incorporators of East Earl Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of East Earl Electric Company by petition in writing, dated the 5th day of September, 1914, for the approval of the incorporation of East Earl Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.



## APPLICATION DOCKET NO. 239—1914.

In the matter of the incorporation of the Brecknock Electric Company.

The Secretary of the Commonwealth, on August 19, 1914, filed with the Commission a certified copy of the application for Letters Patent on file with that department, and on September 8, 1914, advised that this application had been withdrawn.

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## APPLICATION DOCKET NO. 240—1914.

In the matter of the incorporation of the Adams Township Electric Company.

This company proposed to furnish light, heat and power by means of electricity in the Township of Adams, Butler County, and after hearing held, the Commission refused to grant its approval, without filing any formal report.

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## APPLICATION DOCKET NO. 241—1914.

In the matter of the incorporation of the Cranberry Township Electric Company.

This company proposed to furnish light, heat and power by means of electricity in the Township of Cranberry, Butler County, and after hearing held, the Commission refused to grant its approval, without filing any formal report.

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## APPLICATION DOCKET NO. 242—1914.

In the matter of the incorporation of the Penn Township Electric Company.

This company proposed to furnish light, heat and power by means of electricity in the township of Penn, Butler County, and after hearing held, the Commission refused to grant its approval, without filing any formal report.

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## APPLICATION DOCKET NO. 243—1914.

In the matter of the incorporation of the New Sewickley Township Electric Company.

This company proposed to furnish light, heat and power by means of electricity in the Township of New Sewickley, Beaver County, and after hearing held, the Commission refused to grant its approval, without filing any formal report.

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## APPLICATION DOCKET NO. 245—1914.

In the matter of the incorporation of the Forward Township Electric Company.

This company proposed to furnish light, heat and power by means of electricity in the township of Forward, Butler County, and after hearing held, the Commission refused to grant its approval, without filing any formal report.



## APPLICATION DOCKET NO. 246—1914.

In the matter of the application of the incorporators of Lykens Valley Consolidated Gas Company, under Section 2(a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Lykens Valley Consolidated Gas Company, by petition in writing, dated the 7th day of September, 1914, for the approval of the incorporation of Lykens Valley Consolidated Gas Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 247—1914.

In the matter of the application of Auxiliary Fire Alarm and Telegraph Company, under Section 3(a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an amendment to its charter. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Auxiliary Fire Alarm and Telegraph Company, by petition in writing, dated the 5th day of September, 1914, for the approval of an amendment to its charter, granting the right and privilege to said company to transact its business in all the counties of the State, with its principal office in the County of Philadelphia, said business consisting of the constructing, maintaining and leasing lines of telegraph and electrical systems for police protection, fire alarm and messenger service.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said amendment, and directs that this certificate be attached to the Certificate of Amendment.

## APPLICATION DOCKET NO. 248—1914.

In the matter of the application of the Pennsylvania Railroad Company, Lessee of the Connecting Railway Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of the Public Service Company Law, for the approval of the construction of an overhead crossing over Dauphin Street, at the intersection of Twenty-fourth Street, in the City of Philadelphia. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Railroad Company, Lessee of the Connecting Railway Company, by petition in writing, dated the 10th day of September,

1914, for the approval of the construction of an overhead crossing over Dauphin Street, at the intersection of Twenty-fourth Street, in the City of Philadelphia.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of September, 1914, approves said crossing to be constructed in accordance with the plans, specification and agreement on file in this office.

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### APPLICATION DOCKET NO. 249—1914.

<p>In the matter of the application of the Northwestern Pennsylvania Railway Company, Et Al., under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the lease of certain lands of the Nypano Railroad Company, et al.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Northwestern Pennsylvania Railway Company, Et Al., by petition in writing, dated the 11th day of August, 1914, for the approval of the lease of certain lands of the Nypano Railroad Company and the Erie Railroad Company, as lessee of the said The Nypano Railroad Company, to the said Northwestern Railway Company, said lands being situate in the Townships of Cambridge, Woodcock and Mead, Crawford County, more fully and at large described in said lease, dated the 1st day of May, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of October, 1914, approves said agreement of lease hereto attached.

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### APPLICATION DOCKET NO. 250—1914.

<p>In the matter of the application of the incorporators of Upper Saucon Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Upper Saucon Electric Company, by petition in writing, dated the 28th day of September, 1914, for the approval of the incorporation of Upper Saucon Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of November, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 251—1914.

In the matter of the application of the incorporators of Dean Township Light, Heat and Power Company, under Section 2(a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Dean Township Light, Heat and Power Company, by petition in writing, dated the 24th day of September, 1914, for the approval of the incorporation of Dean Township Light, Heat and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 252—1914.

In the matter of the application of the incorporators of Munster Township Light, Heat and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Munster Township Light, Heat and Power Company, by petition in writing, dated the 24th day of September, 1914, for the approval of the incorporation of Munster Township Light, Heat and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 253—1914.

In the matter of the application of the incorporators of Clearfield Township Light, Heat and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Clearfield Township Light, Heat and Power Company, by petition in writing, dated the 24th day of September, 1914, for the



approval of the incorporation of Clearfield Township Light, Heat and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation

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### APPLICATION DOCKET NO. 254—1914.

<p>In the matter of the application of the incorporators of Concord Township Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporation of Concord Township Power Company, by petition in writing, dated the 29th day of September, 1914, for the approval of the incorporation of Concord Township Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 255—1914.

<p>In the matter of the application of the incorporators of Wayne Township Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Wayne Township Power Company, by petition in writing, dated the 29th day of September, 1914, for the approval of the incorporation of Wayne Township Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.



## APPLICATION DOCKET NO. 256—1914.

In the matter of the application of the incorporators of Waterford Township Power Company, under Section 2(a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Waterford Township Power Company, by petition in writing, dated the 29th day of September, 1914, for the approval of the incorporation of Waterford Township Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 257—1914.

In the matter of the application of the incorporators of Summit Township Power Company, under Section 2(a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Summit Township Power Company, by petition in writing, dated the 29th day of September, 1914, for the approval of the incorporation of Summit Township Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 258—1914.

In the matter of the application of the incorporators of Home Power Company of Union Township, under Section 2(a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Home Power Company of Union Township, by petition in writing, dated the 29th day of September, 1914, for the approval of

the incorporation of Home Power Company of Union Township, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation

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### APPLICATION DOCKET NO. 259—1914.

<p>In the matter of the application of the incorporators of Leboeuf Township Power Company, under Section 2(a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Leboeuf Township Power Company, by petition in writing, dated the 29th day of September, 1914, for the approval of the incorporation of Leboeuf Township Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 260—1914.

<p>In the matter of the application of Receivers of the Sunbury and Susquehanna Railway Company, under Section 12, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the alteration of the crossing frogs of said Company over the main track of the Philadelphia and Reading Railway Company, at grade at the intersection of Penn and Second Streets, in the Borough of Sunbury.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Receivers of the Sunbury and Susquehanna Railway Company, by petition in writing, dated the 2nd day of September, 1914, for the approval of the alteration of the crossing frogs of said Company over the main track of the Philadelphia and Reading Railway Company, at grade, at the intersection of Penn and Second Streets, in the Borough of Sunbury.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves said alteration, at grade, in accordance with the plans and specifications on file in this office.

## APPLICATION DOCKET NO. 261—1914.

In the matter of the application of the Borough of Plymouth, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the alteration of an existing grade crossing of Hanover Street in the said Borough by the tracks of the Delaware, Lackawanna and Western Railroad Company.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Plymouth, by petition in writing, filed September 12th, 1914, for the approval of the alteration of an existing grade crossing in the Borough of Plymouth at a point where Hanover Street, said Borough, crosses the tracks of The Delaware, Lackawanna and Western Railroad Company, by widening said Hanover Street 26 feet on the easterly side of the said Railroad tracks.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of November, 1914, approves said application and grants permission to alter said crossing in accordance with plans and specifications filed, subject, however, to the following conditions:

*First.* The Commission reserves the right to order the abolition of said grade crossing when plans to be submitted by the said Railroad Company for the abolition of this and other grade crossings in said Borough of Plymouth shall have been approved by it, and the approval hereby granted is to be considered as a temporary approval.

*Second.* That the Borough of Plymouth shall assume and pay for the cost and expense of the alteration of said crossing and of properly planking and surfacing the same.

*Third.* That the said Railroad Company shall move the watchman's house at its own cost and expense.

*Fourth.* That the said Railroad Company and the said Borough shall each share one-half of the total cost and expense of installing, operating and maintaining gates and lights at said crossing, the lights to be primarily installed by the said Borough and the gates to be primarily installed by the said Company, and all of the work within the right of way of the said Railroad Company to be primarily done by said Company.

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Amendatory Order to Certificate of Public Convenience.

AND, NOW, To-wit, March 17, 1915, IT IS ORDERED that the Certificate of Public Convenience made in the above case, November 20, 1914, be and the same is hereby amended by eliminating paragraph 4. which reads as follows:

"Fourth. That the said Railroad Company and the said Borough shall each share one-half of the total cost and expense of installing, operating and maintaining gates and lights at said crossing, the lights to be primarily installed by the said Borough and the gates to be primarily installed by the said Company, and all the work within the right of way of the said Railroad Company to be primarily done by said Company."

and substituting in lieu thereof the following:

"Fourth. That the said Borough shall install and maintain at the said crossing one electric arc light and shall further pay the expense of putting in proper condition and repairing as needs require the



roadway within the lines of the right of way of the railroad Company at said crossing subject to the supervision of the said Company, and further that the said Railroad Company shall install, maintain and operate a gate upon each side of its right of way, and shall be required to keep a watchman at said crossing upon each day of the year from 6:45 A. M. to 7:48 P. M. and no longer, until the further order of this Commission."

### APPLICATION DOCKET NO. 262—1914.

In the matter of the approval of the sale of the property, franchises, etc., of the Jersey Shore Gas Company to the Jersey Shore Fuel Gas Company.

Upon the request of the attorney for the companies a date for hearing was fixed, but before the petition was filed, in accordance with the Rules of Practice, they advised that the companies did not wish to proceed further in the matter.

### APPLICATION DOCKET NO. 263—1914.

<p>In the matter of the application of the Pennsylvania Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a branch of its railroad, at grade, across a public highway in Centre Township, Indiana County.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Railroad Company, by petition in writing, filed September 10, 1914, for the approval of the construction of a branch of its railroad, at grade, across a public highway, in Centre Township, Indiana County, as shown on blue print attached to said petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves and grants permission to construct said branch, at grade, in accordance with the terms and conditions in said petition and plans and specifications filed therewith, subject, however, to the following conditions: 1st. That upon notice by the Commission the said The Pennsylvania Railroad Company shall prepare plans for carrying the said public highway over the railroad and submit such plans to the Commission for approval; (2) That the said railroad company shall install a track circuit bell at said crossing when the Commission shall so order.

### APPLICATION DOCKET NO. 264—1914.

<p>In the matter of the application of the Pennsylvania Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a branch railroad or mine siding at grade across a public highway in the Borough of Gilberton, Schuylkill County.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Railroad Company, by petition in writing, filed the 9th day of September, 1914, for the approval of the construction of a branch railroad or mine siding across a public highway known as Maizeville Road, in the Borough of Gilberton, Schuylkill County.



The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said application and grants permission to construct a branch line or mine siding at grade across said public highway in the Borough of Gilberton, in accordance with the plans and specifications filed with said petition, subject to the following conditions:

*First.* That the said Railroad Company shall keep a flagman at the crossing at all times to warn the public of the approach of all trains or movements across said highway.

*Second.* That the said railroad company shall properly light and maintain lights at said crossing.

*Third.* That the said Railroad Company shall construct the crossing in conformity with the best practice and to the satisfaction of the State Highway Department and this Commission, and detail plans of the crossing so constructed, including approaches of the highways and tracks to said crossing, shall be filed in the office of this Commission.

### APPLICATION DOCKET NO. 265—1914.

In the matter of the application of the Central Railroad Company of New Jersey, Commissioners of Newport Township, Luzerne County, and Lehigh and Wilkes-Barre Coal Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction, at grade, of a narrow gauge track of the Lehigh & Wilkes-Barre Coal Company and the breaker tracks of the Central Railroad Company of New Jersey, across the re-located public highway leading from the village of Wanamie to Alden, Luzerne County.

### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central Railroad Company of New Jersey, Commissioners of Newport Township, Luzerne County, and Lehigh and Wilkes-Barre Coal Company, by petition in writing, dated the 5th day of September, 1914, for the approval of the construction, at grade, of a narrow gauge track of the Lehigh and Wilkes-Barre Coal Company and the breaker tracks of the Central Railroad Company of New Jersey, across the re-located public highway leading from the village of Wanamie to Alden, Luzerne County, as shown on blue print attached to said petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves and grants permission for the construction of said crossing, at grade, in accordance with the plans and specifications filed with the petition.

## APPLICATION DOCKET NO. 266—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the lease of the poles of the Strasburg Electric Light, Heat and Power Company, from the Village of Paradise, Lancaster County, to the Borough of Strasburg, said County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 29th day of August, 1914, for the approval of the lease of twenty-five (25) poles of the Strasburg Electric Light, Heat and Power Company, located along the highway between the Village of Paradise and the Borough of Strasburg, Lancaster County, under the terms and conditions as set forth in the agreement between said Companies, dated August 4, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Telephone Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

## APPLICATION DOCKET NO. 267—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease providing for the joint use of poles between said Company and the Lehigh Valley Transit Company, located along a highway known as the Old Bethlehem Turnpike, between the Wheel Pump Hotel and Ambler Road, in the townships of Whitemarsh, Springfield and Upper Dublin, Montgomery County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 29th day of August, 1914, for the approval of a lease, providing for the joint use of poles, between said Company and the Lehigh Valley Transit Company, located along a highway known as the Old Bethlehem Turnpike, between the Wheel Pump Hotel and Ambler Road, in the Townships of Whitemarsh, Springfield and Upper Dublin, Montgomery County, under the terms and conditions as set forth in the agreement between said companies, dated the 18th day of August, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the

7th day of October, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Telephone Company or the Transit Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

### APPLICATION DOCKET NO. 268—1914.

In the matter of the application of Southern Cambria Railway Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a highway across the branch railroad operated by The Pennsylvania Railroad Company at the south end of Robert Street, in the Village of Nanty-Glo, Cambria County.

### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Southern Cambria Railway Company, by petition in writing, dated the 29th day of September, 1914, for the approval of the construction of a highway across the branch railroad owned by the Nanty-Glo Coal Mining Company, Webster Coal and Coke Company, et al., and operated by The Pennsylvania Railroad Company, at the south end of Robert Street, in the Village of Nanty-Glo, Cambria County.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of October, 1914, approves and grants permission for the construction of said crossing, in accordance with the plans and specifications filed, subject to the following conditions: 1st. That the frog and switch at Robert Street be removed a sufficient distance away to leave a single track at the crossing; 2. That the Southern Cambria Railway Company erect a suitable fence between its tracks and the tracks of the Pennsylvania Railroad switches and extending from the creek bank longitudinally between said tracks throughout the station property of the said Railway Company, and that there be an opening twenty-feet wide in this fence opposite Robert Street, for the passing to and fro of the patrons of said Railway Company; 3. That the railway company terminate its track at the south side of Robert Street and discharge passengers from its cars and receive passengers on its cars entirely on the east side of said cars and in no case on the west side of the cars; 4. That said Railway Company provide a station or shelter house and platform opposite Robert Street; 5. That said railway company shall, at its own expense, place a flagman at said crossing whenever any persons are passing to and from Robert Street to the said passenger station and platform of said Railway Company.

### APPLICATION DOCKET NO. 269—1914.

In the matter of the application of Milford Electric Company, Milford Township Electric Company, Westfall Electric Company and Pike County Light and Power Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the consolidation and merger of said Companies.

### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Milford Electric Company, Milford Township Electric Company, Westfall Electric Company and Pike County Light and Power Company,



by petition in writing, dated the 31st day of August, 1914, for the approval of an agreement of consolidation and merger between the said Companies, under the terms and conditions as set forth in said agreement of consolidation and merger, dated the 31st day of August, 1914, forming the corporation to be known as the Pike County Light and Power Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of October, 1914, approves the said consolidation and merger, and directs that this Certificate of Public Convenience be attached to the joint agreement of consolidation and merger.

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#### APPLICATION DOCKET NO. 270—1914.

In the matter of the application of Youghiogheny-Pittsburgh Coal Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of sidings at grade across a public road at Van Voorhis, Washington County.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Youghiogheny-Pittsburgh Coal Company, by petition in writing, dated September 3rd, 1914, for the approval of the construction of five sidings at grade across a public road at Van Voorhis, Washington County, Pennsylvania, and the Commission, after investigation and hearing, held on October 8th, 1914, having refused to grant its approval of said crossings, and said Youghiogheny-Pittsburgh Coal Company having presented its petition, dated the 19th day of October, 1914, praying for a re-hearing, submitting with said petition amended plans providing for the crossing of one siding across the aforesaid public road.

The Commission now, after investigation and hearing, finds and determines that the granting of approval for the construction of one siding across the said public road at Van Voorhis is necessary or proper for the service, accommodation, convenience or safety of the the public, and accordingly, hereby, on the 6th day of November, 1914, approves same and grants permission to construct a single siding at grade across the public road at Van Voorhis, Washington County, in accordance with the plans and specifications filed with said petition for rehearing and marked "Exhibit B," subject to the following conditions:

*First.* That the crossing shall be flagged at all times by the train-crew operating the train at the time of crossing.

*Second.* That the said Youghiogheny-Pittsburgh Coal Company shall, when so ordered by the Commission, abandon said grade crossing by substitution therefor of a crossing not at grade, in conformity with plans prepared by said coal company and approved by the Commission, and shall pay its proportionate share of cost of said construction as determined by the Commission.



## APPLICATION DOCKET NO. 271—1914.

In the matter of the application of the City of Philadelphia, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a crossing of Tulip and Emerald Streets, under the tracks of the Philadelphia and Reading Railway Company, in the City of Philadelphia.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Philadelphia, by petition in writing, dated the 4th day of September, 1914, for the approval of the construction of a crossing of Tulip and Emerald Streets, under the tracks of the Philadelphia and Reading Railway Company, between Lehigh Avenue and Somerset Street, in the City of Philadelphia:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of October, 1914, approves and grants permission for the construction of said crossing, in accordance with the plans and specifications filed with said petition and the agreement between the City of Philadelphia and the Philadelphia and Reading Railway Company, dated the 7th day of October, 1914, and approved this day by this Commission, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 272—1914.

In the matter of the application of The Delaware, Lackawanna and Western Railroad Company, under Sections 5 and 11, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the abolition of an existing grade crossing by the tracks of said company of Theodore Street, in the City of Scranton, and the substitution therefor of an undergrade crossing, and also for the approval of a contract between said company and the City of Scranton with respect to said abolition.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Delaware, Lackawanna and Western Railroad Company, by petition in writing, dated the 9th day of September, 1914, for the approval of the abolition of an existing grade crossing by the tracks of said company of Theodore Street, near Cayuga Yard, and the substitution therefor of an undergrade crossing, and also for the approval of a contract between said company and the City of Scranton with respect to said abolition:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of November, 1914, approves said abolition of said crossing at grade and the substitution therefor of an undergrade crossing to be constructed in accordance with the plans and specifications filed in this office and the contract between the said city and railroad company as evidenced by the ordinance of said city and acceptance thereof by the railroad company, which said contract is also hereby approved, subject to the following conditions: That detail plans and specifications of the bridge and abutments, as constructed, shall be prepared by the railroad company and filed with this Commission.

## APPLICATION DOCKET NO. 273—1914.

In the matter of the application of The Delaware, Lackawanna and Western Railroad Company, under Sections 5 and 11, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the abolition of an existing grade crossing by the tracks of said company of McHale's Court, in the City of Scranton, and the substitution therefor of an undergrade crossing, and also for the approval of a contract between said company and the City of Scranton with respect to said abolition.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Delaware, Lackawanna and Western Railroad Company, by petition in writing, dated the 9th day of September, 1914, for the approval of the abolition of an existing grade crossing by the tracks of said company of McHale's Court, in the City of Scranton, and the substitution therefor of an undergrade crossing, and also for the approval of a contract between said company and the City of Scranton with respect to said abolition:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of November, 1914, approves said abolition of said crossing at grade and the substitution therefor of an undergrade crossing to be constructed in accordance with the plans and specifications filed in this office, and the contract between the said city and railroad company, as evidenced by the ordinance of said city and acceptance thereof by the railroad company, which said contract is also hereby approved, subject to the following conditions: (1) That said subway shall be built without any offset in the alignment; that the same shall be a continuous straight line from the entrance to the subway on the west side of the right-of-way to the entrance to the subway on the east side of the right-of-way; (2) That the railroad company shall properly light the subway and its approaches; (3) That detail plans and specifications of the subway and its connections as built shall be filed in the office of this Commission by the railroad company.

## APPLICATION DOCKET NO. 274—1914.

In the matter of the application of The Delaware, Lackawanna and Western Railroad Company, under Sections 5 and 11, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the abolition of an existing grade crossing by the tracks of said company of Court Street, in the City of Scranton, and the substitution therefor of an undergrade crossing, and also for the approval of a contract between said company and the City of Scranton with respect to said abolition.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Delaware, Lackawanna and Western Railroad Company, by petition in writing, dated the 9th day of September, 1914, for the approval of the abolition of an existing grade crossing by the tracks of said company of Court

Street, in the City of Scranton, and the substitution therefor of an undergrade crossing, and also for the approval of a contract between said company and the City of Scranton with respect to said abolition:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of November, 1914, approves the abolition of said crossing at grade and the substitution therefor of an undergrade crossing to be constructed in accordance with the plans and specifications filed in this office and the contract between the said city and railroad company, as evidenced by the ordinance of said city and acceptance thereof by the railroad company, which said contract is also hereby approved, subject to the following conditions: (1) That said company shall properly light the proposed subway and the approaches thereto; (2) That detail plans of the bridge, appurtenances and abutments as built shall be prepared by the railroad company and filed with the Commission.

#### APPLICATION DOCKET NO. 275—1914.

In the matter of the application of The Delaware, Lackawanna and Western Railroad Company, under Sections 5 and 11, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the abolition of an existing grade crossing by the tracks of said company of Myrtle Street, in the City of Scranton, and for the approval of the construction of an overhead crossing over the tracks of said company on line of said street, by the construction of a foot-bridge, and also for the approval of a contract between said company and city.

#### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Delaware, Lackawanna and Western Railroad Company, by petition in writing, dated the 8th day of September, 1914, for the approval of the abolition of an existing grade crossing by the tracks of said company of Myrtle Street, in the City of Scranton, and the substitution therefor of an overhead crossing over the the tracks of said company on line of said street, by the construction of a footbridge, and also for the approval of a contract between said company and the City of Scranton with respect to said abolition:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of November, 1914, approves the abolition of said crossing at grade and the substitution therefor of an overhead crossing by the construction of a foot-bridge in accordance with the plans and specifications filed in this office and the contract between the said city and railroad company, as evidenced by the ordinance of said city and acceptance thereof by the railroad company, which said contract is also hereby approved, subject to the following conditions: (1) That the railroad company shall properly light the said footbridge and its approaches; (2) That the railroad company shall, upon the completion of said footbridge, file in the office of this Commission detail plans and specifications of the said bridge and approaches as constructed.



## APPLICATION DOCKET NO. 276—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of one pole to the Northumberland County Gas and Electric Company. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing dated the 12th day of September, 1914, for the approval of the sale of one pole, located on the northwest corner of Third and Arch Streets, in the borough of Sunbury, to the Northumberland County Gas and Electric Company, under the terms and conditions set forth in an agreement of sale between said companies dated the 28th day of July, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said sale under the terms and conditions as specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the gas and electric company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

## APPLICATION DOCKET NO. 278—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania and The Delaware & Atlantic Telegraph & Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with the President, Managers and Company for Erecting a Bridge over the River Delaware at the Borough of Easton, providing for the attaching of an additional cable containing telephone wires to a bridge owned by said Bridge Company. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania and The Delaware & Atlantic Telegraph & Telephone Company, by petition in writing dated the 19th day of September, 1914, for the approval of a lease between said companies and the President, Managers and Company for Erecting a Bridge over the River Delaware at the Borough of Easton, providing for the placing, on a highway bridge crossing the Delaware River and approaches thereto, connecting the City of Easton to the town of Phillipsburg, of an additional cable containing telephone wires and connecting and maintaining the same on said bridge and approaches thereto for a period of five years, under the terms and conditions as set forth in the agreement between the said companies dated the third day of June, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in



said agreement the Commission does not express any opinion or judgment as to the rights of the said telephone companies to run lines in the territory in question, nor does it thereby give its approval to the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 279—1914.

In the matter of the application of the Incorporators of the Mount Carmel-Shamokin Auto Bus Line, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Mount Carmel-Shamokin Auto Bus Line, by petition in writing, dated the 16th day of October, 1914, for the approval of the incorporation of the Mount Carmel-Shamokin Auto Bus Line, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached:

The Commission having, after investigation and hearing, on October 21st, 1914, refused to grant its approval to said application, and having on February 4th, 1915, reconsidered said action, and, on motion duly approved, rescinded said order of disapproval:

The Commission now, after further investigation, finds and determines that the granting of the aforesaid application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 4th day of February, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 280—1914.

In the matter of the application of Lehigh and New England Railroad Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of property, rights and franchises of the Crane Railroad Company to the said Lehigh and New England Railroad Company. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Lehigh and New England Railroad Company, by petition in writing dated the 23rd day of September, 1914, for the approval of the sale by the Crane Railroad Company of its property, rights and franchises, etc., to the Lehigh and New England Railroad Company, under the terms and conditions of the Agreement of Sale dated the 23rd day of September, 1914, between the said companies and filed in this office:

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said sale and directs that this Certificate be attached to the said Agreement of Sale, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 281—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease providing for the joint use of poles between said Company and the Chester Valley Electric Company, at Coatesville, Chester County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing dated the 23rd day of September, 1914, for the approval of a lease between said Company and the Chester Valley Electric Company, providing for the joint use of five poles located in the Borough of Coatesville, under the terms and conditions as set forth in the agreement between said companies, dated the 5th day of May, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the electric company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

## APPLICATION DOCKET NO. 282—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease providing for the joint use of one pole between said Company and the Chester Valley Electric Company, at Coatesville, Chester County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing dated the 23rd day of September, 1914, for the approval of a lease between said Company and the Chester Valley Electric Company, providing for the joint use of one pole located in the Borough of Coatesville, under the terms and conditions as set forth in the agreement between said companies, dated the 4th day of May, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the electric company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

## APPLICATION DOCKET NO. 283—1914.

In the matter of the application of the incorporators of Home Telephone Company of Sheffield, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Home Telephone Company of Sheffield, by petition in writing, dated the 28th day of September, 1914, for the approval of the incorporation of Home Telephone Company of Sheffield, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 284—1914.

In the matter of the application of The American Telegraph and Telephone Company of Pennsylvania and The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said companies providing for the joint use of poles in Juniata and Mifflin Counties. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The American Telegraph and Telephone Company of Pennsylvania and The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 22nd day of September, 1914, for the approval of a lease between said companies, providing for the joint use of poles, located in Juniata and Mifflin Counties, under the terms and conditions as set forth in the agreement between said companies, dated the 30th day of June, 1914, a copy of which agreement is filed with the petition:

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the said companies to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.



## APPLICATION DOCKET NO. 285—1914.

In the matter of the application of The American Telegraph and Telephone Company of Pennsylvania, and The Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said companies providing for the joint use of poles located in the City of Pittsburgh.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The American Telegraph and Telephone Company of Pennsylvania and The Central District Telephone Company, by petition in writing, dated the 22nd day of September, 1914, for the approval of a lease between said companies, providing for the joint use of poles located in the City of Pittsburgh, under the terms and conditions as set forth in the agreement between said companies, dated the 7th day of August, 1914, a copy of which agreement is filed with the petition:

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the said companies to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

## APPLICATION DOCKET NO. 286—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale by said Company to the Citizens' Electric Illuminating Company of two poles located in the City of Pittston.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 28th day of September, 1914, for the approval of the sale by said Company to the Citizens' Electric Illuminating Company of two poles located in the City of Pittston, and more fully described in the agreement entered into by and between said companies, dated the 31st day of August, 1914:

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.



## APPLICATION DOCKET NO. 287—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale to the said Telephone Company by the Harrisburg Light and Power Company of four poles located in the City of Harrisburg.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 28th day of September, 1914, for the approval of the sale to said Company by the Harrisburg Light and Power Company of four poles located in the City of Harrisburg, and more fully described in the Agreement entered into by and between said companies, dated the 15th day of September, 1914:

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 288—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with the Chester Valley Electric Company, providing for the joint use of two poles in the Borough of Parkesburg.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing dated the 29th day of September, 1914, for the approval of a lease between the said company and the Chester Valley Electric Company, providing for the joint use of two poles located in the Borough of Parkesburg, under the terms and conditions as set forth in the agreement between said companies, dated the 29th day of May, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the electric company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

## APPLICATION DOCKET NO. 289—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with the Chester Valley Electric Company, providing for the exchange of ownership in two pole lines in the Borough of Parkesburg.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 29th day of September, 1914, for the approval of a lease between said company and the Chester Valley Electric Company, providing for the exchange of ownership in two pole lines in the Borough of Parkesburg, under the terms and conditions as set forth in the agreement between said companies, dated the 15th day of June, 1914, a copy of which agreement is filed with the petition:

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the electric company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

## APPLICATION DOCKET NO. 290—1914.

In the matter of the application of The Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the Sale by South West Pennsylvania Pipe-Lines to said company of seven poles, located in the Township of Hampton, Allegheny County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 29th day of September, 1914, for the approval of the sale to said company by South West Pennsylvania Pipe Lines of seven poles located in the Township of Hampton, Allegheny County, and more fully described in the Articles of Agreement entered into by and between said companies, dated the 4th day of June, 1914:

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office

## APPLICATION DOCKET NO. 292—1914.

In the matter of the application of Titusville Traction Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the approval of the reorganization of the Titusville Electric Traction Company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Titusville Traction Company, by petition in writing dated the 9th day of October, 1914, for the approval of the reorganization of the Titusville Electric Traction Company, under the terms and conditions as set forth in the Certificate of Reorganization filed with the Secretary of the Commonwealth, a copy of which remains on file in this office.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of October, 1914, approves said reorganization and directs that this Certificate of Public Convenience be attached to the Certificate of Reorganization.

## APPLICATION DOCKET NO. 293—1914.

In the matter of the application of Johnstown Traction Company, under Section 3 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an extension to its charter route, to be known as the "Oakhurst Branch." } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Johnstown Traction Company, by petition in writing, dated the 6th day of August, 1914, for the approval of an extension to the charter route of the said Company, to be known as the "Oakhurst Branch," fully and at large set forth in the Resolution of said company, dated the 18th day of July, 1914, authorizing such extension:

The Commission now, after investigation and hearing, finds and determines that the granting of said petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of November, 1914, approves said petition and extension to be known as the "Oakhurst Branch," fully and at large set forth in said Resolution, and directs that this certificate be attached to said Resolution.

## APPLICATION DOCKET NO. 294—1914.

In the matter of the application of Barto Stone and Cement Block Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a siding at grade across a State Highway leading from Barto to Pottstown, in Washington Township, Berks County. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Barto Stone and Cement Block Company, by petition in writing, dated the 16th day of September, 1914, for the approval of the construction of a siding at grade across a State highway leading from Barto to Pottstown, in Washington Township, Berks County:



The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of January, 1915, approves said petition and grants permission to construct said siding in conformity with the plans and specifications filed with the petition, subject to the following conditions:

*First:* That a flagman shall proceed any car or train movement across the said grade crossing;

*Second:* That the said crossing shall be provided with a derailing switch to be kept open at all times except when there is a car moved on the tracks across the highway;

*Third:* That the said Barto Stone and Cement Block Company shall construct the crossing and maintain the same to the approval of the State Highway Department and this Commission.

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### APPLICATION DOCKET NO. 295—1914.

In the matter of the application of Wheatland Street Railway Company, The Valley Street Railway Company, The Sharon and Wheatland Street Railway Company and Mahoning and Shenango Railway and Light Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the merger and consolidation of said companies.

### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Wheatland Street Railway Company, The Valley Street Railway Company, The Sharon and Wheatland Street Railway Company and Mahoning and Shenango Railway and Light Company, by petition in writing, dated the 16th day of October, 1914, for the approval of the agreement of merger and consolidation between the said companies, under the terms and conditions as set forth in said agreement of consolidation and merger, dated the 3rd day of July, 1914, forming said companies into one corporation to be known as the Mahoning and Shenango Railway and Light Company:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of November, 1914, approves the said merger and consolidation, and directs that this Certificate of Public Convenience be attached to the joint Agreement of consolidation and merger.

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### APPLICATION DOCKET NO. 296—1914.

In the matter of the Application of The Delaware, Lackawanna and Western Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the abolition of a crossing at grade by the tracks of the said railroad company across Sibley Road in the Borough of Old Forge.

### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Delaware, Lackawanna and Western Railroad Company, by petition in writing dated the 30th day of September, 1914, for the abolition of a crossing at grade by the tracks of the said railroad company across



Sibley Road in the Borough of Old Forge, Lackawanna County, in accordance with plans filed with the petition and the ordinance of the Borough of Old Forge approved July 13th, 1914:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of November, 1914, approves said application and grants permission to abolish said crossing, in accordance with said plans filed and the ordinance of the Borough of Old Forge approved July 13th, 1914, subject to the following conditions:

*First:* That the said relocated stations and facilities in connection therewith, including the relocation of a portion of Sibley Road, shall be adapted to a plan for the abolition of the Main Street crossing at grade of the said Delaware, Lackawanna and Western track adjacent to and east of the proposed new station site; that outline plans of such adaptation to the abolition shall be submitted by the said The Delaware, Lackawanna and Western Railroad Company to The Public Service Commission before any work is done on the abolition of the Sibley Road crossing;

*Second:* That on or before six months after the date of this Certificate of Public Convenience The Delaware, Lackawanna and Western Railroad Company shall, either alone or in conjunction with the Scranton Railways Company, the Pennsylvania Coal Company and the Borough of Old Forge, prepare plans for the abolition of the existing crossings at grade of Sibley Road and the tracks of the Scranton Railways Company and of the Pennsylvania Coal Company, said plans to comprise the abandonment of that portion of Sibley Road lying between the said mine track and Main Street, and the substitution therefor of a relocated road parallel to and north of the said mine track from Sibley Road as it is now occupied, easterly to Main Street, and to submit such plans to The Public Service Commission for approval. After such plans have been approved, modified or amended by the Commission and the costs apportioned by said Commission, the said The Delaware, Lackawanna and Western Railroad Company shall proceed forthwith to perform the work, either alone or in conjunction with one or all of the parties interested and hereinbefore mentioned;

*Third:* The Delaware, Lackawanna and Western Railroad Company shall file in the office of this Commission plans of the work done under this Certificate.

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### APPLICATION DOCKET NO. 297—1914.

In the matter of the application of Producers and Refiners Pipe Line Company, et al., under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of two tracts of land situate in the Township of Rockland, Venango County, by the Producers and Refiners Pipe Line Company, et al., to The Pennsylvania Railroad Company.

### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Producers and Refiners Pipe Line Company, and The Producers and Refiners Oil Company, Lessee, by petition in writing dated the 2nd day of October, 1914, for the approval of the sale by the said companies to The Pennsylvania Railroad Company of two tracts of land situate in the

Township of Rockland, Venango County, and more fully described in the Deed of Conveyance between said companies and The Pennsylvania Railroad Company, dated the 30th day of October, 1914:

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 6th day of November, 1914, approves said sale and directs that this Certificate be attached to said Deed of Conveyance, a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 298—1914.

In the matter of the petition of the Borough of Gettysburg for the approval of the construction and operation by the said borough of an electric plant for lighting the streets thereof.

The Borough of Gettysburg filed a petition praying for a Certificate of Public Convenience evidencing the Commission's approval of the construction and operation by the said Borough of an electric light plant for the purpose of supplying electricity for lighting the streets, alleys, highways, and other public places within the Borough, "if such a certificate is necessary and required by the Public Service Company law." A protest was entered by the Gettysburg Light Company and a hearing, at which both the Petitioner and Respondent were represented by counsel, was held on November 4, to determine the preliminary question of the necessity of the Borough to obtain the approval of the Commission before constructing and operating an Electric Light Plant for furnishing electricity to light its streets and not for sale to others.

The Commission, in its report, held:

That the proviso in Section 1 of Article I of the Act of Assembly approved July 26th, 1913, known as The Public Service Company Law, exempts a municipality in the construction and operation of an electric plant for supplying electricity for lighting its streets, and not for sale to others, from the provisions of Article III, Section 3 (d), of said Act of Assembly.

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### APPLICATION DOCKET NO. 300—1914.

In the matter of the application of The Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale by the National Transit Company to said telephone company of certain facilities, located in Summit and Clearfield Townships, County of Butler.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 5th day of October, 1914, for the approval of the sale by The National Transit Company to said telephone company of certain facilities,

consisting of a line of telegraph poles, with wires and fixtures thereon, located along the highway between the said transit company's pumping stations at Carbon Centre and at Rough Run, via Lucasville, all in Summit and Clearfield Townships, Butler County, and more fully described in the Articles of Agreement entered into by and between said companies, dated the 10th day of July, 1914:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 6th day of November, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 301—1914.

In the matter of the application of The Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale by it to the South Penn Telephone and Telegraph Company, of 1.2 miles (circuit) of copper wire, located in the counties of Washington and Fayette.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 5th day of October, 1914, for the approval of the sale by said company to the South Penn Telephone and Telegraph Company of 1.2 circuit miles of copper wire, located in the counties of Washington and Fayette, more fully described in the agreement entered into by and between said companies dated the 23rd day of July, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of November, 1914, approves said sale, and directs that this certificate be attached to the agreement, a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 302—1914.

In the matter of the application of The Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said company and the Western Union Telegraph Company, providing for sub-lease of office room, in the Borough of DuBois.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 5th day of October, 1914, for the approval of a lease between said



company and the Western Union Telegraph Company, providing for the sub-lease of office room in the Borough of DuBois, more fully set forth in the agreement between said companies, dated the 13th day of August, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of November, 1914, approves said lease, under the terms and conditions specified in the agreement hereto attached.

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### APPLICATION DOCKET NO. 303—1914.

In the matter of the application of The Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said company and the Western Union Telegraph Company, providing for the transfer of office quarters in the City of Franklin.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 9th day of October, 1914, for the approval of a lease between said company and the Western Union Telegraph Company, providing for the transfer of office quarters in the City of Franklin, under the term and condition as set forth in the agreement between said companies, dated the 19th day of August, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of November, 1914, approves said transfer, under the terms and conditions specified in the agreement hereto attached.

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### APPLICATION DOCKET NO. 304—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said company and the Lehigh Valley Transit Company, providing for the joint use of poles in the Borough of Souderton.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 9th day of October, 1914, for the approval of a lease between said company and the Lehigh Valley Transit Company, providing for the joint use of poles, located in the Borough of Souderton, under the terms and conditions as set forth in the agreement between said companies, dated the 23rd day of June, 1914, a copy of which agreement is filed with the petition.



The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of November, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the transit company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 305—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease providing for the joint use of poles, under the terms and conditions of agreement between said company and the Lehigh Valley Transit Company, in the Township of Gwynedd, Montgomery County.

### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 9th day of October, 1914, for the approval of a lease between said company and the Lehigh Valley Transit Company, providing for the joint use of poles located in the Township of Gwynedd, Montgomery County, under the terms and conditions as set forth in the agreement between said companies, dated the 18th day of May, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of November, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 306—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said company and the West Chester, Kennett and Wilmington Electric Railway Company, providing for the joint use of a pole located on the east side of South Union Street north of Cypress Street, in the Borough of Kennett Square.

### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition, of a lease between said company and the West Chester, Kennett and Wilmington Electric

Railway Company, providing for the joint use of a pole located on the east side of South Union Street north of Cypress Street, in the Borough of Kennett Square, under the terms and conditions as set forth in the agreement between said companies, dated the 25th day of August, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of November, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company to erect poles and run lines in the territory in question nor does it thereby give its approval to the erections of such poles or the running of such lines, if such approval is required under the statutes of this State.

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#### APPLICATION DOCKET NO. 307—1914.

<p>In the matter of the application of the incorporators of Oxford Township Light, Heat and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Oxford Township Light, Heat and Power Company, by petition in writing, dated the 19th day of October, 1914, for the approval of the incorporation of Oxford Township Light, Heat and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of November, 1914, approves the said incorporation and directs this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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#### APPLICATION DOCKET NO. 308—1914.

<p>In the matter of the application of The Monongahela Water Company and The Ohio Connecting Railway Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale by The Monongahela Water Company to The Ohio Connecting Railway Company of certain real estate and personal property, more fully described in the Agreement of Sale.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Monongahela Water Company and The Ohio Connecting Railway Company, by petition in writing dated the 26th day of October, 1914, for

the approval of the sale by The Monongahela Water Company to The Ohio Connecting Railway Company, of certain real estate and personal property more fully described in the agreement entered into by and between said companies, dated the 5th day of October, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of November, 1914, approves said sale and directs that this Certificate be attached to said Agreement a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 309—1914.

In the matter of the application of The Monongahela Water Company, and Ohio Valley Water Company, under Section 3 (c), Article III, and Sections 18 and 18, Article V, of The Public Service Company Law, for the approval of the sale by The Monongahela Water Company to the Ohio Valley Water Company of certain real estate and personal property, more fully described in the Agreement of Sale.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Monongahela Water Company and the Ohio Valley Water Company, by petition in writing dated the 26th day of October, 1914, for the approval of the sale by The Monongahela Water Company to the Ohio Valley Water Company of certain real estate and personal property more fully described in the Agreement entered into by and between the said companies, dated the 8th day of October, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of November, 1914, approves said sale and directs that this Certificate be attached to said Agreement a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 310—1914.

This case came before the Commission on its own motion for a determination of the just and reasonable rate which the Lilly Electric Light and Power Company should charge the Borough of Lilly for lighting the streets of said borough. At the hearing held the company and the borough agreed as to the rates, which were later incorporated in an agreement which was approved by the Commission.



## APPLICATION DOCKET NO. 311—1914.

In the matter of the application of the incorporators of Lower Saucon Township Water Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Lower Saucon Township Water Company, by petition in writing, dated the 23rd day of October, 1914, for the approval of the incorporation of Lower Saucon Township Water Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 312—1914.

In the matter of the application of East Bear Ridge Coal Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a crossing above grade of the public highway leading from Mahanoy Plane to Gilberton and of the facilities of the Schuylkill Traction Company, The Bell Telephone Company of Pennsylvania and Eastern Pennsylvania Railways Company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the East Bear Ridge Coal Company, by petition in writing dated the 2nd day of October, 1914, for the approval of the construction of a crossing above grade of the public highway leading from Mahanoy Plane to Gilberton and of the facilities of the Schuylkill Traction Company, The Bell Telephone Company of Pennsylvania and Eastern Pennsylvania Railways Company.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 18th day of November, 1914, approves said crossing and grants permission for the construction thereof, in accordance with the plans and specifications on file in this office.

## APPLICATION DOCKET NO. 313—1914.

In the matter of the application of The Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with The Western Union Telegraph Company, for transfer of certain office quarters in Borough of Greater Punxsutawney, Jefferson County. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 13th day of October, 1914, for the approval of a lease between



said Company and The Western Union Telegraph Company, dated the 7th day of August, 1914, providing for the transfer by the former company to the latter of all the space on the first floor of a building situated No. 107 North Jefferson Street, in the Borough of Greater Punxsutawney, Jefferson County, under the terms and conditions as set forth in the agreement of lease between said companies, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 18th day of November, 1914, approves of the terms and conditions specified in said agreement hereto attached.

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### APPLICATION DOCKET NO. 314—1914.

In the matter of the application of the incorporators  
of The Motor Transportation Company, incor-  
porated, under Section 2 (a), Article III, and  
Sections 18 and 19, Article V, of The Public  
Service Company Law, for the approval of the  
incorporation of the said proposed public service  
company. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of The Motor Transportation Company, Incorporated, by petition in writing, dated the 9th day of November, 1914, for the approval of the incorporation of The Motor Transportation Company, incorporated the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 315—1914.

In the matter of the application of the incorporators  
of Brockway Telephone Company, under Section  
2 (a), Article III, and Sections 18 and 19, Article  
V, of The Public Service Company Law, for the  
approval of the incorporation of the said proposed  
public service company. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Brockway Telephone Company, by petition in writing, dated the 14th day of November, 1914, for the approval of the incorporation of Brockway Telephone Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 316—1914.

In the matter of the application of Panther Valley Electric Light, Heat and Power Company and the Coaldale Electric Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the merger and consolidation of said companies.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Panther Valley Electric Light, Heat and Power Company, and the Coaldale Electric Company, by petition in writing, dated the 3rd day of November, 1914, for the approval of the agreement of merger and consolidation between the said companies, under the terms and conditions as set forth in said agreement of consolidation and merger, dated the 17th day of August, 1914, forming said companies into one corporation to be known as the Panther Valley Electric Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1914, approves the said merger and consolidation, and directs that this certificate be attached to the joint agreement of consolidation and merger.

## APPLICATION DOCKET NO. 317—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an agreement between said Company and the Lehigh Valley Transit Company, providing for the sale of certain poles located at Hatfield, to the said telephone company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, The Bell Telephone Company, of Pennsylvania, by petition in writing dated the 22nd day of October, 1914, for the approval of an agreement between the said Company and the Lehigh Valley Transit Company, providing for the sale by the said Transit Company to the said Telephone Company of 39 poles located along two highways extending northwest from Orvilla Road and then northeast to the Borough of Hatfield, in the township of Hatfield, Montgomery County, upon the terms and conditions as set forth in the Articles of Agreement, dated the 10th day of July, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1914, approves said sale and directs that this certificate be attached to said Agreement, a copy of which remains on file in this office. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the transit company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

## APPLICATION DOCKET NO. 318—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an agreement entered into between the said Telephone Company and the Towanda Electric Illuminating Company, providing for the sale of two poles located on Chestnut Street in the Borough of Towanda, Bradford County, to the said Telephone Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 22nd day of October, 1914, for the approval of an agreement entered into between the said Telephone Company and the Towanda Electric Illuminating Company, providing for the sale of two poles located on Chestnut Street in the Borough of Towanda, Bradford County (said agreement being dated the 15th day of September, 1914), to the said Telephone Company.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1914, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the illuminating company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

## APPLICATION DOCKET NO. 319—1914.

In the matter of the application of The Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Company and the United Electric Light Company, providing for the joint use of poles in the Borough of Wall.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 22nd day of October, 1914, for the approval of a lease between said Company and the United Electric Light Company, providing for the joint use of 11 poles located on the south side of Valley Avenue, between Wall Avenue and Wall Street in the Borough of Wall, Allegheny County, under the terms and conditions as set forth in the agreement between said companies, dated the 18th day of September, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1914, approves of the terms and conditions specified in said



agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the electric light company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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APPLICATION DOCKET NO. 320—1914.

In the matter of the application of the incorporators of Homer Light, Heat & Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Homer Light, Heat & Power Company, by petition in writing, dated the 31st day of October, 1914, and Supplement thereto, dated the 12th day of November, 1914, for the incorporation of approval of the Homer Light, Heat & Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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APPLICATION DOCKET NO. 322—1914.

In the matter of the application of Conestoga Electric Light and Power Plant, by John S. Graybill, Jr., under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the property, powers, franchises and privileges of said company, lying in New Holland Borough and Earl and East Earl Townships, Lancaster County, to the Edison Electric Company. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Conestoga Electric Light and Power Plant, by John S. Graybill, Jr., by petition in writing, dated the 4th day of November, 1914, for the approval of the sale to Edison Electric Company of the property, powers, franchises, and privileges of said John S. Graybill in the Conestoga Electric Light and Power Plant, lying in New Holland Borough and Earl and East Earl Townships, Lancaster County, more fully described in the deed of conveyance between John S. Graybill, Jr., and Frances Ruth Graybill, his wife, and Edison Electric Company, dated the 28th day of October, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of December, 1914, approves said sale, and directs that this certificate be attached to the original deed.



## APPLICATION DOCKET NO. 323—1914.

In the matter of the application of Edison Electric Company, New Holland Electric Company, East Earl Electric Company and Caernarvon Electric Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the consolidation and merger of said companies.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Edison Electric Company, New Holland Electric Company, East Earl Electric Company and Caernarvon Electric Company, by petition in writing, dated the 4th day of November, 1914, for the approval of an agreement of consolidation and merger, under the terms and conditions as set forth in said agreement of consolidation and merger, dated the 29th day of October, 1914, forming one corporation to be known as Edison Electric Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of December, 1914, approves said consolidation and merger, and directs that this certificate be attached to the joint agreement of consolidation and merger.

## APPLICATION DOCKET NO. 324—1914.

In the matter of the application of the incorporators of Tri-County Express Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Tri-County Express Company, by petition in writing, dated the 16th day of November, 1914, for the approval of the incorporation of the Tri-County Express Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of December, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation

## APPLICATION DOCKET NO. 325—1914.

In the matter of the application of J. H. Hillman & Sons Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a crossing at grade, on Pike Street and across Seventeenth Street, in the City of Pittsburgh.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by J. H. Hillman and Sons Company, by petition in writing, dated the 7th day of November, 1914, for the approval of the construction of a

crossing, at grade, on Pike Street and across Seventeenth Street, to connect the property of J. H. Hillman & Sons Company with the Pennsylvania Railroad Company, in the City of Pittsburgh.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 2nd day of December, 1914, approves said petition and grants permission for the construction of said crossing, at grade, in accordance with the plans on file in this office.

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### APPLICATION DOCKET NO. 326—1914.

In the matter of the application of East Taylor Township Public Service Company and The Citizens Light, Heat and Power Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale by East Taylor Township Public Service Company to said Citizens Light, Heat and Power Company of Pennsylvania, of its franchises and property.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by East Taylor Township Public Service Company and the Citizens Light, Heat and Power Company, by petition in writing, dated the 2nd day of November, 1914, for the approval of the sale by East Taylor Township Public Service Company of its franchises and property to Citizens Light, Heat and Power Company of Pennsylvania, more fully described in the Articles of Agreement entered into between said companies, dated the 3rd day of September, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of December, 1914, approves said sale, and directs that this Certificate be attached to said agreement, a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 327—1914.

In the matter of the application of Hagerstown and Frederick Railway Company of Pennsylvania, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the re-organization of The Hagerstown and Frederick Railway Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Hagerstown and Frederick Railway Company of Pennsylvania, by petition in writing, dated the 11th day of September, 1914, for the approval of the re-organization of the Hagerstown and Frederick Railway Company, under the terms and conditions as set forth in the Certificate of Re-organization filed with the Secretary of the Commonwealth, a copy of which remains on file in this office.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 2nd day of December, 1914, approves said re-organization and directs that this certificate be attached to the Certificate of Re-organization.

## APPLICATION DOCKET NO. 328—1914.

In the matter of the application of J. Orbin Hall and Vincent Bielski, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a crossing, at grade, across a public highway in Patton Township, Allegheny County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by J. Orbin Hall and Vincent Bielski, by petition in writing, dated the 4th day of November, 1914, for the approval of the construction of a crossing, at grade, across a public highway in Patton Township, Allegheny County, to connect the tracks of the Pittsburgh, Bessemer and Lake Erie Railroad Company with the property of the petitioner, in accordance with plans filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of December, 1914, approves and grants permission for the construction of said crossing, at grade, in accordance with the plans on file in this office.

## APPLICATION DOCKET NO. 330—1914.

In the matter of the application of the Pennsylvania Railroad Company under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a crossing, at grade, over Ninth Street, in the City of Harrisburg.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Railroad Company, by petition in writing, dated the 3rd day of November, 1914, for the approval of the construction of a crossing, at grade, over Ninth Street, in the City of Harrisburg, to connect said Railroad Company with the Emerson-Brantingham Implement Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of November, 1914, approves said crossing, and grants permission for the construction of said crossing, at grade, in accordance with the plans and specifications on file in this office.

## APPLICATION DOCKET NO. 332—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c) Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease, providing for the joint use of poles at Waynesboro, with the Waynesboro Electric Light and Power Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 16th day of November, 1914, for the approval of a lease



between said Company and the Waynesboro Electric Light and Power Company, providing for the joint use of poles located in Waynesboro Borough, under the terms and conditions as set forth in the agreement entered into by and between said Companies, dated the 5th day of October, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of December, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Telephone Company or the Electric Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

### APPLICATION DOCKET NO. 333—1914.

In the matter of the application of City of Philadelphia, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law for the approval of the construction of a crossing, above grade, to carry Broad Street across the tracks of The Pennsylvania Railroad Company, the Baltimore and Ohio Railroad Company and the Philadelphia Belt Line Railroad Company.

### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by City of Philadelphia, by petition in writing, dated the 14th day of November, 1914, for the approval of the construction of a crossing, above grade, to carry Broad Street, said city, across the tracks of the Pennsylvania Railroad Company, the Baltimore and Ohio Railroad Company, and the Philadelphia Belt Line Railroad Company, in accordance with plans on file in this office.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of December, 1914, approves and grants permission for the construction of said crossing, above grade, in accordance with plans on file in this office, subject to the condition that detail plans and specifications of the bridge and approaches thereto, as constructed, be filed in this office.

### APPLICATION DOCKET NO. 334—1914.

In the matter of the application of the Borough of Gallitzin, under Section 3 (d), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the acquisition and construction of a system of water works by the said Borough.

### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Gallitzin, by petition in writing, dated the 12th day of November, 1914, for the approval of the acquisition and construction of a system of water works by the said Borough for the purpose of supplying water to its inhabitants.



The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of January, 1915, approves the acquisition and construction of the system of water works by the said Borough of Gallitzin.

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APPLICATION DOCKET NO. 335—1914.

In the matter of the application of the Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Company and the Allegheny Valley Street Railway Company, providing for a right of way in the Village of Montrose.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Central District Telephone Company, by petition in writing, dated 13th day of November, 1914, for the approval of a lease between said Company and the Allegheny Street Railway Company, providing for the construction of a right-of-way in the Village of Montrose, Allegheny County, (under the terms and conditions as set forth in the agreement between said Companies, dated the 14th day of August, 1914, a copy of which agreement is filed with the petition) through and under the property of the Railway Company, for the purpose of constructing, operating and maintaining a conduit line.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company to construct a conduit line in the territory in question nor does it thereby give its approval to the construction of such conduit line if such approval is required under the statutes of this State.

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APPLICATION DOCKET NO. 336—1914.

In the matter of the application of New York, Pittsburgh and Chicago Railway Company, under Section 2 (a), Article III, Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the re-organization of the New York, Pittsburgh and Chicago Railroad Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the New York, Pittsburgh and Chicago Railway Company, by petition in writing, dated the 16th day of November, 1914, for the approval of the re-organization of the New York, Pittsburgh and Chicago Railroad Company,

under the terms and conditions as set forth in the Certificate of Re-organization filed with the Secretary of the Commonwealth, a copy of which remains on file in this office.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of November, 1914, approves said re-organization and directs that this certificate of attached to the Certificate of Re-organization.

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### APPLICATION DOCKET NO. 337—1914.

In the matter of the application of the incorporators of Tower City Gas Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Tower City Gas Company, by petition in writing, dated the 4th day of January, 1915, for the approval of the incorporation of Tower City Gas Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 339—1914.

In the matter of the application of the American Telegraph and Telephone Company of Pennsylvania and The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Companies, providing for the joint use of poles forming part of the Newtown Square-Temple line of The American Telegraph and Telephone Company.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the American Telegraph and Telephone Company and The Bell Telephone Company of Pennsylvania, for the approval of a lease, between said companies, providing for the joint use of poles, commencing with pole numbered 244, located at a point on the Wayne-Paoli Road near and west of the intersection of said road with Leopard Road in Eastown Township, Chester County, and extending thence along said Wayne-Paoli Road to and including pole numbered 263, in same Township, forming part of the Newtown Square-Temple Line of the

American Telegraph and Telephone Company, under the terms and conditions as set forth in the agreement between said companies, dated the 2nd day of October, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the companies to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 340—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Company and the Pocono Manor Association, providing for the joint use of poles and interchange attachments.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 17th day of November, 1914, for the approval of a lease between said company and the Pocono Manor Association, providing for the joint use of poles and interchange of attachments, under the terms and conditions as set forth in the agreement between said company and association, dated the 10th day of October, 1914, a copy of which agreement is filed with the petition

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the Manor Association to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 341—1914.

In the matter of the application of the Berwick and Nescopeck Street Railway Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the re-organization of said Company.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Berwick and Nescopeck Street Railway Company, by petition in writing, dated the 9th day of November, 1914, and amendment thereto, dated the 28th day of November, 1914, for the approval of the re-organization of the



said company, under the terms and conditions as set forth in the Certificate of Re-organization filed with the Secretary of the Commonwealth, a copy of which remains on file in this office.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves said re-organization and directs that this Certificate be attached to the Certificate of Re-organization.

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### APPLICATION DOCKET NO. 342—1914.

<p>In the matter of the application of the American Telegraph and Telephone Company of Pennsylvania and the Penn Public Service Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Companies, providing for the joint use of poles in the Borough of Clearfield.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the American Telegraph and Telephone Company of Pennsylvania and the Penn Public Service Company, by petition in writing, dated the 3rd day of November, 1914, for the approval of a lease between said Companies, providing for the joint use of poles located in the Borough of Clearfield, under the terms and conditions as set forth in the agreement between said Companies, dated the 11th day of June, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the Penn Public Service Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 343—1914.

<p>In the matter of the application of Lycoming Consolidated Fuel Gas Company and Northern Central Gas Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale by Lycoming Consolidated Fuel Gas Company of its franchises and property to the Northern Central Gas Company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Lycoming Consolidated Fuel Gas Company and Northern Central Gas Company, by petition in writing, filed December 3rd, 1914, for the approval



of the sale by Lycoming Consolidated Fuel Gas Company of its franchises and property to Northern Central Gas Company, more fully described in the Articles of agreement entered into by and between said Companies, under date of November 20th, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves said sale, and directs that this certificate be attached to the articles of Agreement, a copy of which remains on file in this office.

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APPLICATION DOCKET NO. 344—1914.

In the matter of the application of Lycoming Consolidated Gas Company and Northern Central Gas Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the property, franchises, etc., of Lycoming Consolidated Gas Company to Northern Central Gas Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Lycoming Consolidated Gas Company and Northern Central Gas Company, by petition in writing, filed December 3, 1914, for the approval of the sale of the property, franchises, etc., of Lycoming Consolidated Gas Company to the Northern Central Gas Company, more fully described in the Articles of Agreement entered into by and between said Companies under date of November 20th, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves said sale, and directs that this certificate be attached to the Articles of Agreement, a copy of which remains on file in this office.

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APPLICATION DOCKET NO. 345—1914.

In the matter of the application of Greene County Natural Gas Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of certain property of the said Greene County Natural Gas Company to the Manufacturers Light and Heat Company, as more fully described in the Agreement of Sale.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Greene County Natural Gas Company, by petition in writing, dated the 25th day of November, 1914, for the approval of the sale of certain property of the said Greene County Natural Gas Company to the Manufacturers Light and Heat Company, as more fully described in the agreement entered into by and between the said Companies, dated the 27th day of October, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 346—1914.

In the matter of the application of the incorporators of Brunot Island Bridge Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Brunot Island Bridge Company, by petition in writing, dated the 23rd day of December, 1914, for the approval of the incorporation of Brunot Island Bridge Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 347—1914.

In the matter of the application of the incorporators of the South Annville Rural Telephone Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of The South Annville Rural Telephone Company, by petition in writing, dated the 23rd day of December, 1914, for the approval of the incorporation of The South Annville Rural Telephone Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 348—1914.

In the matter of the application of the Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with the Glenwood Highway Bridge Company, for attachments to its property in Hays Borough. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Central District Telephone Company, by petition in writing, dated the 27th day of November, 1914, for the approval of a lease with the Glenwood Highway Bridge Company, providing for underground and aerial attachments to

the property of said Bridge Company in Hays Borough, under the terms and conditions as set forth in the agreement between the said Companies, dated the 2nd day of November, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 349—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale by said Company to the Harrisburg Light and Power Company, of two poles located in Harrisburg.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 27th day of November, 1914, for the approval of the sale by said Company to the Harrisburg Light and Power Company of two poles located in the City of Harrisburg and more fully described in the Agreement entered into by and between the said Companies, dated the 18th day of November, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 350—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale by said Company to the Harrisburg Light and Power Company, of fifteen poles located in Harrisburg.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 24th day of November, 1914, for the approval of the sale by said Company to the Harrisburg Light and Power Company of fifteen poles located in Harrisburg and more fully described in the Agreement entered into by and between the said Companies, dated the 12th day of November, 1914.



The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

### APPLICATION DOCKET NO. 351—1914.

<p>In the matter of the application of the Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with the South Penn Oil Company, providing for the sale by the said Oil Company to the said Telephone Company of poles located in Allegheny and Butler Counties.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Central District Telephone Company, by petition in writing, dated the 27th day of November, 1914, for the approval of a lease between said Company and the South Penn Oil Company, providing for the sale by the Oil Company to the Telephone Company of 428 poles located in Allegheny and Butler Counties, under the terms and conditions as set forth in the agreement between said Companies, dated the 14th day of November, 1914, and supplemental agreement under date of November 14th, 1914, copies of which agreement are filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles and the running of such lines, if such approval is required under the statutes of this State.

### APPLICATION DOCKET NO. 352—1914.

<p>In the matter of the application of the Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with the Western Union Telegraph Company, providing for the sale of the said Telephone Company, by the said Telegraph Company of certain poles located at Butler.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Central District Telephone Company, by petition in writing, dated the 27th day of November, 1914, for the approval of a lease between said telephone company and the Western Union Telegraph Company, providing for the sale by the said Western Union Telegraph Company to the said The Central District Telephone Company of 19 poles located at Butler, under the



terms and conditions as set forth in the agreement between said Companies, dated 30th day of September, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 353—1914.

In the matter of the application of the incorporators of Jamestown Water Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Jamestown Water Company, by petition in writing, dated the 5th day of December, 1914, for the approval of the incorporation of Jamestown Water Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 354—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with The Doylestown Electric Company, providing for the joint use of poles between said Companies, in Doylestown, Pa.	} CERTIFICATE OF PUBLIC CONVENIENCE
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 30th day of November, 1914, for the approval of a lease between said Telephone Company and The Doylestown Electric Company, providing for the joint use of poles located in the Borough of Doylestown, under the terms and conditions as set forth in the agreement between said Companies, dated the 22nd day of October, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the electric company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 355—1914.

In the matter of the Florin Water Company and the East Donegal Township Water Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the merger and consolidation of the said companies. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Florin Water Company and the East Donegal Township Water Company, by petition in writing, dated the 26th day of December, 1914, for the approval of the agreement of merger and consolidation between the said companies, under the terms and conditions as set forth in said agreement of consolidation and merger, dated the 13th day of April, 1913, forming said companies into one corporation to be known as the Florin Water Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 7th day of January, 1915, approves the said merger and consolidation, and directs that this Certificate be attached to the joint agreement of consolidation and merger.

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### APPLICATION DOCKET NO. 356—1914.

In the matter of the application of the incorporators of Lower Macungie Township Electric Light and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Lower Macungie Township Electric Light and Power Company, by petition in writing, dated the 16th day of December, 1914, for the approval of the incorporation of Lower Macungie Township Electric Light and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 357—1914.

In the matter of the application of the incorporators  
of Lower Milford Township Electric Light and  
Power Company, under Section 2 (a), Article III,  
and Sections 18 and 19, Article V, of The Public  
Service Company Law, for the approval of the  
incorporation of the said proposed public service  
company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Lower Milford Towuship Electric Light and Power Company, by petition in writing, dated the 16th day of December, 1914, for the approval of the incorporation of Lower Milford Township Electric Light and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 358—1914.

In the matter of the application of the incorporators  
of Franconia Township Electric Light and  
Power Company, under Section 2 (a), Article III,  
and Sections 18 and 19, Article V, of The Public  
Service Company Law, for the approval of the in-  
corporation of the said proposed public service  
company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Franconia Township Electric Light and Power Company, by petition in writing, dated the 16th day of December, 1914, for the approval of the incorporation of Franconia Township Electric Light and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 359—1914.

In the matter of the application of the incorporators  
of West Rockhill Township Electric Light and  
Power Company, under Section 2 (a), Article III,  
and Sections 18 and 19, Article V, of The Public  
Service Company Law, for the approval of the in-  
corporation of the said proposed public service  
company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of West Rockhill Township Electric Light and Power Company, by petition in writing, dated the 16th day of December, 1914,



for the approval of the incorporation of West Rockhill Township Electric Light and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 360—1914.

In the matter of the application of the incorporators of Milford Township Electric Light and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the in- corporation of the said proposed public service company.	}	<b>CERTIFICATE OF PUBLIC CONVENIENCE.</b>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Milford Township Electric Light and Power Company, by petition in writing, dated the 16th day of December, 1914, for the approval of the incorporation of Milford Township Electric Light and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 361—1914.

In the matter of the petition of the Cornwall & Lebanon Railroad Company for the approval of the construction of a siding at grade across Willow Street in the City of Lebanon.

The Commission held in this case that it would not be justified in approving a grade crossing over an extensively traveled street of a city, which refused to consent to the crossing and protested at the hearing, unless the evidence showed conclusively that the service, accommodation and convenience of the public would be attained, which evidence the applicant failed to produce. The petition was therefore refused.



## APPLICATION DOCKET NO. 362—1914.

In the matter of the application of the Pennsylvania Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the re-location and construction of a crossing, at grade, over Main street, in the Borough of Glen Rock, York County, to connect the Read Machinery Company with the main track of the Pennsylvania Railroad Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Railroad Company, by petition in writing, dated the 8th day of December, 1914, for the approval of the re-location and construction of a crossing, at grade, over Main Street, in the Borough of Glen Rock, York County, to connect the Read Machinery Company with the main track of the Pennsylvania Railroad Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1914, approves and grants permission for the relocation and construction of said crossing, at grade, in accordance with the plans filed with the petition.

## APPLICATION DOCKET NO. 363—1914.

In the matter of the application of Lower Saucon Township Water Company and Bethlehem City Water Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the franchises, property, etc., of the former company to the latter.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Lower Saucon Township Water Company and the Bethlehem City Water Company, by petition in writing dated the 11th day of December, 1914, for the approval of the sale by the Lower Saucon Township Water Company to the Bethlehem City Water Company of the franchises, property, etc. of the former company, as more fully described in the deed of the Lower Saucon Township Water Company to the Bethlehem City Water Company, dated the 18th day of January, 1915.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said sale and directs that this Certificate be attached to said Deed, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 364—1914.

In the matter of the application of Strattanville Oil and Gas Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of all the rights, powers, franchises and privileges of said company to the United Natural Gas Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Strattanville Oil and Gas Company, by petition in writing, dated the 12th day of December, 1914, for the approval of the sale of all the rights,

powers, franchises and privileges of said company to the United Natural Gas Company, under the terms of the option of sale, dated the 19th day of September, 1914, and acceptance thereof dated October 17, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 7th day of January, 1915, approves sale and directs that this certificate be attached to the said option of sale and acceptance.

APPLICATION DOCKET NO. 365—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the approval of a lease with Wilson J. Hauser, trading under the name of White Haven Electric Illuminating Plant, for the joint use of poles in White Haven.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 7th day of December, 1914, for the approval of a lease between said Telephone Company and Wilson J. Hauser, trading under the name of White Haven Electric Illuminating Plant, providing for the joint use of poles in White Haven, Pa., under the terms and conditions as set forth in the agreement between said parties dated the 15th day of September, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 7th day of January, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Telephone Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

APPLICATION DOCKET NO. 366—1914.

In the matter of the application of the incorporators of Unity Railways Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Unity Railways Company, by petition in writing, dated the 16th day of December, 1914, for the approval of the incorporation of Unity Railways Company, the character, object and purpose of which is fully and at large set out in the Articles of Association hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of January, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Articles of Association.

## APPLICATION DOCKET NO. 367—1914.

In the matter of the application of Catasauqua and Fogelsville Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction at grade of a siding across a public highway in South Whitehall Township, Lehigh County. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Catasauqua and Fogelsville Railroad Company, by petition in writing, dated the 7th day of December, 1914, for the approval of the construction at grade of a siding across a public highway in South Whitehall Township, Lehigh County, to connect with the plant of the Pennsylvania Trojan Powder Company.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 20th day of January, 1915, approves said crossing and grants permission for the construction thereof, in accordance with the plans and specifications on file in this office, subject to the following conditions.

*First:* That the crossing be constructed and maintained to the satisfaction of the Board of Township Supervisors of Whitehall Township and of the Public Service Commission.

*Second:* That a flagman proceed each movement of a car or locomotive across the public highway and warn the public of the approach of such car or locomotive.

## APPLICATION DOCKET NO. 368—1914.

In the matter of the application of Clearfield Township Light, Heat and Power Company and Penn Central Light and Power Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the property, franchises, etc., of the Clearfield Township Light, Heat and Power Company to the Penn Central Light and Power Company. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Clearfield Township Light, Heat and Power Company and the Penn Central Light and Power Company, by petition in writing, dated the 15th day of December, 1914, for the approval of the sale of the property, franchises, etc., of the Clearfield Township Light, Heat and Power Company to the Penn Central Light and Power Company.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves said sale.



## APPLICATION DOCKET NO. 369—1914.

In the matter of the application of Munster Township Light Heat and Power Company and the Penn Central Light and Power Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the property, franchises, etc. of the Munster Township Light, Heat and Power Company to the Penn Central Light and Power Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Munster Township Light, Heat and Power Company and the Penn Central Light and Power Company, by petition in writing, dated the 15th day of December, 1914, for the approval of the sale of the property, franchises, etc., of the Munster Township Light, Heat and Power Company to the Penn Central Light and Power Company.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 20th day of January, 1915, approves said sale.

## APPLICATION DOCKET NO. 370—1914.

In the matter of the application of Dean Township Light, Heat and Power Company and the Penn Central Light and Power Company under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the property, franchises etc., of the Dean Township Light, Heat and Power Company to the Penn Central Light and Power Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Dean Township Light, Heat and Power Company and the Penn Central Light and Power Company, by petition in writing, dated the 15th day of December, 1914, for the approval of the sale of the property, franchises, etc., of the Dean Township Light, Heat and Power Company to the Penn Central Light and Power Company.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 20th day of January, 1915, approves said sale.

## APPLICATION DOCKET NO. 371—1914.

In the matter of the application of the incorporators of Upper Salford Township Electric Light Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Upper Salford Township Electric Light Company, by petition in writing, dated the 8th day of January, 1915, for the ap-



proval of the incorporation of Upper Salford Township Electric Light Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 372—1914.

<p>In the matter of the application of the incorporators of Lower Salford Township Electric Light Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Lower Salford Township Electric Light Company, by petition in writing, dated the 8th day of January, 1915, for the approval of the incorporation of Lower Salford Township Electric Light Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 373—1914.

<p>In the matter of the application of the incorporators of East Earl Electric Light and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of East Earl Electric Light and Power Company, by petition in writing, dated the 16th day of January, 1915, for the approval of the incorporation of East Earl Electric Light and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 374—1914.

In the matter of the application of the incorporators of Honey Brook Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Honey Brook Electric Company, by petition in writing, dated the 16th day of January, 1915, for the approval of the incorporation of Honey Brook Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 375—1914.

In the matter of the application of the incorporators of Caernarvon Township Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Caernarvon Township Electric Company, by petition in writing, dated the 16th day of January, 1915, for the approval of the incorporation of Caennarvon Township Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 376—1914.

In the matter of the application of the incorporators of Elverson Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Elverson Electric Company, by petition in writing, dated the 16th day of January, 1915, for the approval of the incorpora-

tion of Elverson Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 377—1914.

In the matter of the application of the incorporators of Caernarvon Electric Light and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Caernarvon Electric Light and Power Company, by petition in writing, dated the 16th day of January, 1915, for the approval of the incorporation of Caernarvon Electric Light and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 378—1914.

In the matter of the application of the incorporators of Honey Brook Township Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Honey Brook Township Electric Company, by petition in writing, dated the 16th day of January, 1915, for the approval of the incorporation of Honey Brook Township Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.



APPLICATION DOCKET NO. 379—1914.

In the matter of the application of Northern Central Telephone Company and the Bloomsburg & Sullivan Railroad Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said companies providing that the said railroad company shall have the right to place a telegraph wire on the pole line of the said Telephone Company between Benton and Jamison City.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by Northern Central Telephone Company and the Bloomsburg and Sullivan Railroad Company, by petition in writing, dated the 19th day of December, 1914, for the approval of a lease between said companies, providing that the said Railroad Company shall have the right to place a telegraph wire on the pole line of the said Telephone Company between Benton and Jamison City, under the terms and conditions as set forth in the agreement between said companies, dated the 30th day of November, 1914, a copy of which agreement is filed with the petition:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Railroad Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State,

APPLICATION DOCKET NO. 380—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania and the Mountainville Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of certain facilities of the Mountainville Telephone Company to The Bell Telephone Company of Pennsylvania.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania and the Mountainville Telephone Company, by petitions in writing, dated the 23rd and 31st days of December, 1914, for the approval of the sale of certain facilities of the Mountainville Telephone Company to The Bell Telephone Company of Pennsylvania, more fully described in the Articles of Agreement entered into by and between said companies under date of December 23rd, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said sale, and directs that this certificate be attached to the said agreement.



## APPLICATION DOCKET NO. 381—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale by the said Company to the Lock Haven Electric Light and Power Company of facilities at Lockport. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 15th day of December, 1914, for the approval of the sale by the said Company to the Lock Haven Electric Light and Power Company of certain poles and facilities at Lockport, more fully described in the Agreement entered into by and between the said companies, dated the 7th day of December, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 20th day of January, 1915, approves said sale and directs that this certificate be attached to said Agreement, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 382—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with the Hanover Light, Heat and Power Company for the joint use of poles and facilities at Hanover. }  
 CERTIFICATE  
 OF  
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 17th day of December, 1914, for the approval of a lease between said Company and the Hanover Light, Heat and Power Company, providing for the joint use of poles and facilities located at Hanover, under the terms and conditions as set forth in the agreement between said companies, dated the 17th day of November, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Telephone Company or the Light, Heat and Power Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

# APPLICATION DOCKET NO. 383—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with The Wilkes-Barre Company, for the joint use of poles in the Borough of Miners Mills and Township of Plains.

## CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 15th day of December, 1914, for the approval of a lease between said Company and The Wilkes-Barre Company, providing for the joint use of poles located in the Borough of Miners Mills and the Township of Plains, under the terms and conditions as set forth in the agreement between said companies, dated the 30th day of November, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 20th day of January, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the said Bell Telephone Company and the said Wilkes-Barre Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

# APPLICATION DOCKET NO. 384—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with the Kane Electric Light and Power Company for the joint use of poles in the Borough of Kane.

## CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 17th day of December, 1914, for the approval of a lease between said Company and the Kane Electric Light and Power Company, providing for the joint use of poles, located in the Borough of Kane, under the terms and conditions as set forth in the agreement between said companies, dated the 7th day of November, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 20th day of January, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the electric light and power company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

## APPLICATION DOCKET NO. 385—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with the Sheffield Electric Light and Power Company, providing for the joint use of poles in Warren County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 17th day of December, 1914, for the approval of a lease between the said company and the Sheffield Electric Light and Power Company, providing for the joint use of poles located in Warren County, under the terms and conditions as set forth in the agreement between said companies, dated the 5th day of December, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 20th day of January, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Telephone Company or the Electric Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles, or the running of such lines, if such approval is required under the statutes of this State.

## APPLICATION DOCKET NO. 386—1914.

In the matter of the application of the incorporators of the Citizens Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the renewal of the charter of the said public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Citizens Electric Company, by petition in writing, dated the 9th day of January, 1915, for the approval of the renewal of the charter of the Citizens Electric Company, the character, object, and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves the said renewal of charter and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.



APPLICATION DOCKET NO. 387—1914.

In the matter of the application of the Philadelphia Rapid Transit Company, under Section 3 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of additional right granted by the City of Philadelphia, providing for an extension of the tracks of the said Transit Company on Leland Street in said City.	} CERTIFICATE OF PUBLIC CONVENIENCE
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Philadelphia Rapid Transit Company, by petition in writing, dated the 26th day of December, 1914, for the approval of additional right granted by the City of Philadelphia, providing for an extension of the tracks of the said Transit Company on Leland Street in said City, as more fully set forth in an ordinance of said City of Philadelphia, approved the 24th day of June, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of said petition is necessary or proper for the service accommodation, convenience or safety of the public, and accordingly hereby, on the 20th day of January, 1915, approves said petition and extension.

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APPLICATION DOCKET NO. 388—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Company and the Scranton and Binghampton Railroad Company for joint use of poles and facilities.	} CERTIFICATE OF PUBLIC CONVENIENCE
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 23rd day of December, 1914, for the approval of a lease between said Company and the Scranton and Binghampton Railroad Company, providing for the joint use of poles and facilities located on Market Street in the City of Scranton under the terms and conditions as set forth in the agreement between said companies, dated the 9th day of December, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 20th day of January, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Telephone Company or the Railroad Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.



## APPLICATION DOCKET NO. 389—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with the Willow Street Turnpike Road Company and the Conestoga Traction Company for right of way privileges.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 23rd day of December, 1914, for the approval of a lease with the Willow Street Turnpike Road Company and the Conestoga Traction Company, providing for right of way privileges over and along the Lancaster and Willow Street Turnpike, under the terms and conditions as set forth in the agreement entered into by said companies, dated the 28th day of March, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Telephone Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

## APPLICATION DOCKET NO. 390—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with the Hummelstown Consolidated Water Company, providing for the joint use of one pole at Hummelstown.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, filed the 30th day of December, 1914, for the approval of a lease between said Company and the Hummelstown Consolidated Water Company, providing for the joint use of one pole located at Hummelstown, under the terms and conditions as set forth in the agreement between said companies, dated the 11th day of December, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Telephone Company or the Water Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

## APPLICATION DOCKET NO. 391—1914.

In the matter of the application of the Lewis Township Electric Company and the Northumberland County Gas and Electric Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the franchises and property of the Lewis Township Electric Company to the Northumberland County Gas and Electric Company, as more fully described in the Deed of the former company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Lewis Township Electric Company and the Northumberland County Gas and Electric Company, by petition in writing, dated the 4th day of December, 1914, for the approval of the sale of the franchises and property of the Lewis Township Electric Company to the Northumberland County Gas and Electric Company, as more fully described in the Deed of the former company to the latter, dated the 3rd day of September, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said sale and directs that this certificate be attached to said Deed, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 392—1914.

In the matter of the application of the McEwensville Electric Company and the Northumberland County Gas and Electric Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the franchises and property of the McEwensville Electric Company to the Northumberland County Gas and Electric Company, as more fully described in the Deed of the former company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the McEwensville Electric Company and the Northumberland County Gas and Electric Company, by petition in writing, dated the 4th day of December, 1914, for the approval of the sale of the franchises and property of the McEwensville Electric Company to the Northumberland County Gas and Electric Company, as more fully described in the deed of the former company to the latter, dated the 3rd day of September, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said sale and directs that this Certificate be attached to said Deed, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 393—1914.

In the matter of the application of the Monroe Township Light Company and the Northumberland County Gas and Electric Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the approval of the sale of the franchises and property of the Monroe Township Light Company to the Northumberland County Gas and Electric Company, as more fully described in the Deed of the former company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Monroe Township Light Company and the Northumberland County Gas and Electric Company, by petition in writing, dated the 4th day of December, 1914, for the approval of the sale of the franchises and property of the Monroe Township Light Company to the Northumberland County Gas and Electric Company, as more fully described in the Deed of the former company to the latter, dated the 3rd day of October, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said sale and directs that this Certificate be attached to said Deed, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 394—1914.

In the matter of the application of the Penn Township Light Company and the Northumberland County Gas and Electric Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the approval of the sale and property of the Penn Township Light Company to the Northumberland County Gas and Electric Company, as more fully described in the Deed of the former company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Penn Township Light Company and the Northumberland County Gas and Electric Company, by petition in writing, dated the 4th day of December, 1914, for the approval of the sale of the franchises and property of the Penn Township Light Company to the Northumberland County Gas and Electric Company, as more fully described in the Deed of the former Company to the latter, dated the 3rd day of October, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said sale and directs that this Certificate be attached to said Deed, a copy of which remains on file in this office.



## APPLICATION DOCKET NO. 395—1914.

In the matter of the application of the Turbotville Electric Company and the Northumberland County Gas and Electric Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the franchises and property of the Turbotville Electric Company to the Northumberland County Gas and Electric Company, as more fully described in the Deed of the former Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Turbotville Electric Company and the Northumberland County Gas and Electric Company, by petition in writing, dated the 4th day of December, 1914, for the approval of the sale of the franchises and property of the Turbotville Electric Company to the Northumberland County Gas and Electric Company, as more fully described in the deed of the former company to the latter, dated the 3rd day of September, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said sale and directs that this Certificate be attached to said Deed, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 396—1914.

In the matter of the application of the Elk Telephone and Telegraph Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the property of said company to the Brockway Telephone Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Elk Telephone and Telegraph Company, by petition in writing, dated the 29th day of December, 1914, for the approval of the sale by said company of part of its property to the Brockway Telephone Company, more fully described in deed of conveyance dated the 26th day of December, 1914, given by said first named company to the latter company.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of January, 1915, approves said sale and directs that this Certificate be attached to said deed of conveyance.

## APPLICATION DOCKET NO. 397—1914.

In the matter of the application of Township of Jefferson, Allegheny County, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a public highway at grade across the tracks of The Pennsylvania Railroad Company at a point on the siding leading to the plant of The Large Distilling Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Township of Jefferson, Allegheny County, by petition in writing, dated the 8th day of December, 1914, for the approval of the construction



of a public highway at grade across the tracks of The Pennsylvania Railroad Company at a point on the siding leading to the plant of The Large Distilling Company, as more fully described in said petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of February, 1915, approves said proposed public highway and grants permission for the construction thereof, in accordance with the plan filed with the said petition.

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### APPLICATION DOCKET NO. 298—1914.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said company and The Raystown Water Power Company, for the joint use of poles and facilities along the Shirley Road between Mount Union and Allenport.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 28th day of December, 1914, for the approval of a lease between said Company and the Raystown Water Power Company, providing for the joint use of poles and facilities along the Shirley Road between Mount Union and Allenport, under the terms and conditions as set forth in the agreement between said companies, dated the 30th day of November, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Telephone Company or the Water Power Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

## APPLICATION DOCKET NO. 1—1915.

In the matter of the application of City of Philadelphia, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a public highway known as Moore Street in said City at grade across the tracks of The Pennsylvania Railroad Company at the intersection of said Moore Street and Twenty-fifth Street.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Philadelphia, by petition in writing, dated the 30th day of December, 1914, for the approval of the construction of a public highway known as Moore Street, in said city, at grade, across the tracks of the Pennsylvania Railroad Company at the intersection of said Moore Street and Twenty-fifth Street.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of February, 1915, approves said crossing and grants permission for the construction thereof, in accordance with the plans and specifications on file in this office and submitted with said petition, subject to the following conditions:

1. That the said Railroad Company shall establish at the said crossing a watchman, to be on duty continuously for the protection of said crossing;
2. That the said Railroad Company shall properly light said crossing;
3. That the said Railroad Company shall immediately establish any additional precautionary or protective measures as the Commission may at any future time order;
4. It is hereby understood that the said crossing shall remain only for the period of three years from the date of this Certificate and the said Railroad Company shall remove said crossing on or before February 4th, 1918.

## APPLICATION DOCKET NO. 2—1915.

In the matter of the application of City of Philadelphia, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a public highway known as Reed Street in said City at grade across the tracks of The Pennsylvania Railroad Company at the intersection of said Reed Street and Twenty-fifth Street.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Philadelphia, by petition in writing, dated the 30th day of December, 1914, for the approval of the construction of a public highway known as Reed Street, in said City at grade, across the tracks of the Pennsylvania Railroad Company at the intersection of said Reed Street and Twenty-fifth Street

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th

day of February, 1915, approves said crossing and grants permission for the construction thereof, in accordance with the plans and specifications on file in this office and submitted with said petition, subject to the following conditions:

1. That the said Railroad Company shall establish at the said crossing a watchman, to be on duty continuously for the protection of said crossing;
2. That the said Railroad Company shall properly light said crossing;
3. That the said Railroad Company shall immediately establish any additional precautionary or protective measures as the Commission may at any future time order;
4. It is hereby understood that the said crossing shall remain only for the period of three years from the date of this Certificate and the said Railroad Company shall remove said crossing on or before February 4th, 1918.

APPLICATION DOCKET NO. 3—1915.

In the matter of the application of The Central District Telephone Company and the Burgettstown Farmers Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the property, franchises, etc., of the Burgettstown Farmers Telephone Company to The Central District Telephone Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company and The Burgettstown Farmers Telephone Company, by petition in writing, dated the 31st day of December, 1914, for the approval of the sale of the property, franchises, etc., of the Buregttstown Farmers Telephone Company to the Central District Telephone Company, as more fully described in the Agreement entered into by and between the said companies, dated the 3rd day of October, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915. approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

APPLICATION DOCKET NO. 4—1915.

In the matter of the application of the Bell Telephone Company of Pennsylvania and the Chanceford Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the property, franchises, etc., of the Chanceford Telephone Company to The Bell Telephone Company of Pennsylvania.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania and the Chanceford Telephone Company, by petition in writing, dated the 2nd day of

January, 1915, for the approval of the sale of the property, franchises, etc., of the Chanceford Telephone Company to The Bell Telephone Company of Pennsylvania, as more fully described in the Agreement entered into by and between the said companies, dated the 3rd day of October, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

APPLICATION DOCKET NO. 5—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania and the Fairview Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the property, franchises, etc., of The Fairview Telephone Company to The Bell Telephone Company of Pennsylvania.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania and the Fairview Telephone Company, by petition in writing, dated the 31st day of December, 1914, for the approval of the sale of the property, franchises, etc., of the Fairview Telephone Company to The Bell Telephone Company of Pennsylvania, as more fully described in the Agreement entered into by and between the said companies, dated the 3rd day of October, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

APPLICATION DOCKET NO. 6—1915.

In the matter of the application of The Central District Telephone Company and The Prospect Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the property, franchises, etc., of the Prospect Telephone Company to The Central District Telephone Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 31st day of December, 1914, for the approval of the sale of the property, franchises, etc., of The Prospect Telephone Company to The Central District Telephone Company, as more fully described in the Agreement entered into by and between the said companies, dated the 3rd day of October, 1914.



The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

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APPLICATION DOCKET NO. 7—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with the West Chester, Kennett and Wilmington Electric Railway Company, providing for the joint use of poles located in the Borough of Kennett Square.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 5th day of January, 1915, for the approval of a lease between said Company and the West Chester, Kennett and Wilmington Electric Railway Company, providing for the joint use of one pole located in the Borough of Kennett Square, under the terms and conditions as set forth in the agreement between said companies, dated the 28th day of December, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of February, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Telephone Company or the Railway Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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APPLICATION DOCKET NO. 8—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Company and The Lock Haven Electric Light and Power Company, providing for the joint use of poles in the City of Lock Haven, Boroughs of Flemington and Mill Hall, and certain Townships in Clinton County.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 6th day of January, 1915, for the approval of a lease between said company and the Lock Haven Electric Light and Power Company, pro-

viding for the joint use of poles in the City of Lock Haven, the Boroughs of Flemington and Mill Hall, and the Townships of Castanea, Allison, Woodward and Bald Eagle, all in the County of Clinton; under the terms and conditions as set forth in the agreement between said companies, dated the 31st day of December, 1914, a copy of which agreement 's filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 3rd day of February, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Telephone Company or the Electric Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 9—1915.

<p>In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 6 (c), Article III, Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the purchase of the capital stock of The Glen Rock-New Freedom Telephone and Telegraph Company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 5th day of January, 1915, for the approval of the purchase of the capital stock of The Glen Rock-New Freedom Telephone and Telegraph Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public and accordingly, hereby, on the 20th day of January, 1915, approves the purchase of capital stock.

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### APPLICATION DOCKET NO. 10-A—1915.

<p>In the matter of the application of the incorporators of Potato Creek Gas Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Potato Creek Gas Company, by petition in writing, dated the 19th day of January, 1915, for the approval of the incorporation of Potato Creek Gas Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines as per its report made and filed, that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of March, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 10-B—1915.

In the matter of the application of Potato Creek Gas Company, under Section 2 (b), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the right to begin the exercise of the powers and rights under its charter. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Potato Creek Gas Company, by petition in writing, dated the 19th day of January, 1915, for the approval of the right to begin the exercise of the powers and rights under its charter.

The Commission now, after investigation and hearing, finds and determines, as per its report attached hereto, that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of March, 1915, approves the said application and grants permission to begin the exercise of the rights, etc., of the said company under its charter.

## APPLICATION DOCKET NO. 11—1915.

In the matter of the application of the Blair County Light, Heat and Power Company and the Penn Central Light and Power Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of property, franchises, etc., of The Blair County Light, Heat and Power Company to the Penn Central Light and Power Company. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Blair County Light, Heat and Power Company and the Penn Central Light and Power Company, by petition in writing, dated the 2nd day of January, 1915, for the approval of the sale of the property, franchises, etc., of The Blair County Light, Heat and Power Company to the Penn Central Light and Power Company.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of January, 1915, approves said sale.

## APPLICATION DOCKET NO. 13—1915.

In the matter of the application of the Monongahela Railroad Company and the Buckhannon and Northern Railroad Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the merger and consolidation of the said companies. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Monongahela Railroad Company and The Buckhannon and Northern Railroad Company, by petition in writing, dated the 11th day of January,



1915, for the approval of the agreement of merger and consolidation between the said companies, under the terms and conditions as set forth in said agreement, dated the 24th day of November, 1914, consolidating said companies into one corporation to be known as The Monongahela Railway Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 18th day of May, 1915, approves the said merger and consolidation, and directs that this Certificate be attached to the said agreement of merger and consolidation, filed in the office of the Secretary of the Commonwealth, a copy of which remains on file in this office.

### APPLICATION DOCKET NO. 14—1915.

<p>In the matter of the application of Unity Railways Company, under Sections 2 (b) and 3 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of two branches or extensions from the main line of said Railway Company.</p>	}	<p><b>CERTIFICATE OF PUBLIC CONVENIENCE.</b></p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Unity Railways Company, by petition in writing, dated the 11th day of January, 1915, for the approval of the construction of two branches or extensions from the main line of the said Railway Company to be located as follows: one from a point where the main line crosses Pucketos Creek to a point near the farm of the Britt Heirs, a distance of about four and one-half miles; the other, from a point where the main line crosses a public highway on line of the lands of McMahan and the New Field Coke Company to a point near the land of the George B. Alter Estate, a distance of about two and six-tenths miles; as more fully described in the said petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of February, 1915, approves the construction of the said two branches as proposed

### APPLICATION DOCKET NO. 15—1915.

<p>In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Company and T. F. Rhodes, Agent, for the Centre Mills Service Line subscribers, providing for the use by said service line of certain property of the said Bell Company.</p>	}	<p><b>CERTIFICATE OF PUBLIC CONVENIENCE.</b></p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 9th day of January, 1915, for the approval of a lease between said Company and T. F. Rhodes, Agent, for the Centre Mills Service Line



subscribers, providing for the use of certain poles, and other facilities, of the said Bell Company by the said Service Line, under the terms and conditions as set forth in the agreement between the said parties, dated the 31st day of December, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of February, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the said Service Line to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 18—1915.

In the matter of the application of Jamestown Water Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the right, title, interest and franchise of Curtis L. Webb, et al., to the said Water Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Jamestown Water Company, by petition in writing, dated the 18th day of January, 1915, for the approval of the sale of the right, title, interest and franchise of Curtis L. Webb, et al., to the Jamestown Water Company, as more fully described in the Agreement entered into by and between said Company and the said Curtis L. Webb, et al., dated the 10th day of December, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 20th day of January, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 19—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Company and the Waynesburg, Greencastle and Mercersburg Turnpike Road Company, providing for a right of way for a telephone line over the latter company's turnpike.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 19th day of January, 1915, for the approval of a lease between said Company and The Waynesburg, Greencastle and Mercersburg Turnpike Road Company, providing for a right of way for a telephone line of the former company

over the turnpike owned by the latter company and commonly known as the Waynesburg, Greencastle and Mercersburg Turnpike, under the terms and conditions as set forth in the agreement between said companies, dated the 8th day of December, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 17th day of February, 1915, approves of the terms and conditions specified in said agreement, hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 20—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Company and the Warren and Jamestown Street Railway Company, providing for the joint use of poles in the village of Russell, Warren County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 19th day of January, 1915, for the approval of a lease between said Company and the Warren and Jamestown Street Railway Company, providing for the joint use of poles located in the Village of Russell, Warren County, under the terms and conditions as set forth in the agreement between said companies, dated the 28th day of December, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves of the terms and conditions specified in said agreement, hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Telephone Company or the Street Railway Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 21—1915.

In the matter of the application of the Thomas Colliery Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of two crossings at grade of a public highway in West Mahanoy Township, Schuylkill County, by the siding and mine tracks of the Lehigh Valley Railroad.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Thomas Colliery Company, by petition in writing, dated the 16th day of January, 1915, for the approval of the construction of two crossings

at grade of a public highway in West Mahanoy Township, Schuylkill County, by the siding and mine tracks of the Lehigh Valley Railroad.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of February, 1915, approves said crossings and grants permission for the construction thereof, in accordance with the plans on file in this office, subject, however, to the following conditions.

1. The Thomas Colliery Company shall at its own cost and expense construct and maintain in a proper manner the proposed crossing, including the approaches thereto, along the highway on either side of the tracks and keep the same in proper condition for public travel.

2. The Thomas Colliery Company shall erect proper warning signs on either side of the tracks at the proposed crossing and maintain the same.

3. The Thomas Colliery Company shall cause a flagman to proceed in advance of every movement of cars or locomotive across the public highway and to warn the public on the highway of the approach of the car or locomotive.

### APPLICATION DOCKET NO. 22—1915.

In the matter of the application of Philadelphia and Reading Railway Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction at grade of a siding across a public road in North Lebanon Township, Lebanon County.

### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Philadelphia and Reading Railway Company, by petition in writing, filed the 19th day of January, 1915, for the approval of the construction of a siding at grade across Harrison Street, in the village of Avon, North Lebanon Township, Lebanon County, to connect with the property of Charles E. Rittle, in accordance with the plans filed with said petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves said application and grants permission for the construction of said siding, in accordance with said plans, subject to the following conditions.

*First.*—That the said railway company shall in all movements of cars or locomotives over the said siding, precede said movements with a flagman, and the said flagman shall protect the entire crossing during the time that the switching is being conducted on said siding.

*Second.*—That the said railway company keep the street at the crossing in a safe condition.

*Third.*—That the said railway company construct said crossing in accordance with the standard method of construction of crossings.



## APPLICATION DOCKET NO. 23—1915.

In the matter of the application of the incorporators of New Sewickley Light Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of New Sewickley Light Company, by petition in writing, dated the 5th day of February, 1915, for the approval of the incorporation of New Sewickley Light Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 24—1915.

In the matter of the application of the incorporators of Blue Line Taxi Company under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Blue Line Taxi Company, by petition in writing, dated the 11th day of February, 1915, for the approval of the incorporation of Blue Line Taxi Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 25—1915.

In the matter of the application of the incorporators of Bethel Township Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Bethel Township Electric Company, by petition in writing, dated the 2nd day of February, 1915, for the approval of the



incorporation of Bethel Township Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

### APPLICATION DOCKET NO. 26—1915.

In the matter of the application of the incorporators of Birmingham Township Electric Company under Section 2 (a) Article III. and Sections 18 and 19, Article V. of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.	}	<b>CERTIFICATE OF PUBLIC CONVENIENCE.</b>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Birmingham Township Electric Company, by petition in writing, dated the 2nd day of February, 1915, for the approval of the incorporation of Birmingham Township Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

### APPLICATION DOCKET NO. 27—1915.

In the matter of the application of the incorporators of Edgmont Township Electric Company under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.	}	<b>CERTIFICATE OF PUBLIC CONVENIENCE.</b>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Edgmont Township Electric Company, by petition in writing, dated the 2nd day of February, 1915, for the approval of the incorporation of Edgmont Township Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 28—1915.

In the matter of the application of the incorporators of Concord Township Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V. of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Concord Township Electric Company, by petition in writing, dated the 2nd day of February, 1915, for the approval of the incorporation of Concord Township Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 29—1915.

In the matter of the application of the incorporators of Thornbury Township Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Thornbury Township Electric Company, by petition in writing, dated the 2nd day of February, 1915, for the approval of the incorporation of Thornbury Township Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 30—1915.

In the matter of the application of The Chatham Water Company, under Section 4 (a), Article III, and Sections 21 and 22, Article V, of The Public Service Company Law, for a certificate that the provisions of the above sections of the Act have been complied with, with respect to the proposed issue of certain bonds of the said company. } CERTIFICATE  
OF  
VALUATION.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Chatham Water Company, by petition in writing, dated the 25th day of January, 1915, and filed the 26th day of January, 1915, for a certificate

that the provisions of Section 4 (a), Article III, of The Public Service Company Law, have been complied with in the matter of the proposed issue by the said Company of certain bonds more specifically described in said petition.

The Commission now, after investigation and hearing, finds and determines, and accordingly, hereby, on the 3rd day of March, 1915, certifies that the proposed issue of first mortgage, five per cent., twenty year, gold bonds, in the sum of Sixty Thousand Dollars, (\$60,000), is for money, labor done, or money or property actually received, and that the provisions of Section 4 (a), Article III, of the said Act of Assembly, have been duly complied with by the petitioner.

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APPLICATION DOCKET NO. 31—1915.

In the matter of the application of the Pennsylvania Railroad Company and the Consolidated Ice Company, under Section 5, Article III, and Sections 12, 13 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a siding at grade on Pike Street between Twelfth and Thirteenth Streets in the City of Pittsburgh.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Pennsylvania Railroad Company and the Consolidated Ice Company, by petition in writing, dated the 26th day of January, 1915, for the approval of the construction of a siding at grade on Pike Street, between Twelfth and Thirteenth Streets, in the City of Pittsburgh, as more fully described in the agreement, dated the 23rd day of December, 1914, entered into by and between the said Companies, and the plans filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of February, 1915, approves the said siding at grade and grants permission for the construction thereof, in accordance with the terms of the said agreement and the plans filed with the petition, copies of which agreement and plans remain on file in this office.

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APPLICATION DOCKET NO. 32—1915.

In the matter of the application of the American Telegraph and Telephone Company of Pennsylvania and the Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said companies providing for the joint use of poles located in York Township, York County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The American Telegraph and Telephone Company of Pennsylvania and The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 22nd day of January, 1915, for the approval of a lease between the

said companies providing for the joint use of poles located in York Township, York County, under the terms and conditions as set forth in the agreement between said companies, dated the 19th day of October, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 17th day of February, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the telegraph and telephone company, or either or both of the above mentioned companies, to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 33—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale by the said company to the Citizens' Electric Company of 15 poles located in the City of Williamsport.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 22nd day of January, 1915, for the approval of the sale by the said Telephone Company to the Citizens' Electric Company of 15 poles located in the City of Williamsport, as more fully described in the agreement entered into by and between said companies, dated the 5th day of January, 1915.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves said sale and directs that this Certificate be attached to said agreement, a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 34—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale by the said Telephone Company to the Lycoming Edison Company, of 26 poles located in the city of Williamsport.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 22nd day of January, 1915, for the approval of the sale by



the said Telephone Company to the Lycoming Edison Company of 26 poles located in the city of Williamsport, more fully described in the agreement entered into by and between the said companies, dated the 5th day of January, 1915.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 17th day of February, 1915, approves said sale and directs that this Certificate be attached to said agreement, a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 35—1915.

<p>In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with the Delta Electric Light Company, providing for the joint use of poles located in the Borough of Delta.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing dated the 22nd day of January, 1915, for the approval of a lease between said Company and the Delta Electric Light Company, providing for the joint use of poles located in the Borough of Delta, under the terms and conditions as set forth in the agreement between said companies, dated the 12th day of January, 1915, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the electric company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 36—1915.

<p>In the matter of the application of the incorporators of McConnellsburg and Fort Loudon Railway Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of McConnellsburg and Fort Loudon Railway Company, by petition in writing, dated the 2nd day of February, 1915, for the approval of the incorporation of McConnellsburg and Fort Loudon Railway Company, the character, object and purpose of which is fully and at large set out in the Articles of Association hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Articles of Association.

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APPLICATION DOCKET NO. 37—1915.

In the matter of the application of The West Penn Electric Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of certain property of the Westmoreland County Railway Company to the said The West Penn Electric Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The West Penn Electric Company, by petition in writing, dated the 27th day of January, 1915, for the approval of the sale of certain poles, wires, etc., of the Westmoreland County Railway Company to the said Electric Company, as fully set forth in the Agreement entered into by and between the said Companies, dated the 4th day of December, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 4th day of February, 1915, approves said sale and directs that this Certificate be attached to said agreement, a copy of which remains on file in this office.

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APPLICATION DOCKET NO. 38—1915.

In the matter of the application of the Oxford Township Light, Heat & Power Company and the Hanover Light, Heat & Power Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the property, franchises, etc., of the former company to the latter.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Oxford Township Light, Heat & Power Company and the Hanover Light, Heat & Power Company, by petition in writing, dated the 25th day of January, 1915, for the approval of the sale of the property, franchises, etc., of the said Oxford Township Light, Heat & Power Company to the said Hanover Light, Heat & Power Company, as more fully described in the Agreement entered into by and between the said companies, dated the 4th day of March, 1915.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 17th day of February, 1915, approves said sale and directs that this Certificate be attached to said agreement, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 39—1915.

In the matter of the application of the South Fork Portage Railway Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of crossings of State Highway known as Route No. 276, at grade, at two points, one in Summerhill Borough and the other in Croyle Township, Cambria County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the South Fork-Portage Railway Company, by petition in writing, dated the 29th day of January, 1915, for the approval of the construction of a crossing of State Highway known as Route No. 276, at grade, at two points, one in Summerhill Borough and the other in Croyle Township, Cambria County.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 17th day of February, 1915, approves said petition and grants permission to construct a crossing at grade over State Highway Route No. 276 at Station 72+85 and Station 79+15, as shown by the maps filed with said petition, said crossings to be constructed in accordance with the said plans and specifications, subject, however, to the following condition:

1. The Company shall remove the knoll between its tracks and the State Highway at or near the township crossing so as to provide a clear and unobstructed view of said crossing from the highway to the west.

2. The Company shall make the physical crossings conform to the requirements as to construction and maintenance that are made, or may be made, by the State Highway Department.

3. The Company shall install, operate and maintain an automatic track signal bell at the township crossing and the company shall also install, operate and maintain stop signals and warning signs to run slowly as proposed, and to the satisfaction of The Public Service Commission.

4. The Company shall promulgate rules and regulations for its motormen and enforce the same and require each car to be brought to a stop as proposed before passing over the State Highway at the crossings.

## APPLICATION DOCKET NO. 41—1915.

In the matter of the application of Fairmont, Morgantown and Pittsburgh Railroad Company and Smithfield and Masontown Railroad Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the merger and consolidation of said companies.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Fairmont, Morgantown and Pittsburgh Railroad Company and the Smithfield and Masontown Railroad Company, by petition in writing, dated the 6th day of February, 1915, for the approval of the agreement of merger and consolidation between the said companies, under the terms and conditions as set



forth in said agreement of merger and consolidation, dated the 16th day of February, 1915, forming said companies into one corporation to be known as the Fairmont, Morgantown and Pittsburg Railroad Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of February, 1915, approves the said merger and consolidation, and direct that this certificate be attached to the joint agreement of consolidation and merger.

### APPLICATION DOCKET NO. 42—1915.

In the matter of the application of the Quemahoning Branch Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of the tracks of the North Fork Branch of said Railroad Company at grade across three public highways in Jenner Township, Somerset County.

### CERTIFICATE OF PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Quemahoning Branch Railroad Company, by petition in writing, dated the 16th day of February, 1915, for the approval of the construction of three crossings at grade of the tracks of the North Fork Branch of said Railroad Company across the following public highways in Jenner Township, Somerset County.

1. A township road leading from Jenner Cross-road to Acosta, at a point marked Station 20+80, as shown on the plan attached to the petition.

2. A township road leading from the State Highway to the Pittsburgh Pike, at a point marked Station 83+43, as shown on the plan attached to the petition.

3. A State Highway known as the Johnstown Road between Sipesville and Jennertown, at point marked Station 79+05, as shown on the plan attached to the petition.

The Commission now, after investigation and hearing, finds and determines, in its order made and entered of record, that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of March, 1915, approves the construction of the said crossings, subject to the following conditions:

*First:* That said Quemahoning Branch Railroad Company is granted permission to operate the said North Fork Branch of its railroad across the said three grade crossings temporarily and until the further order of the Commission.

*Second:* The said Quemahoning Branch Railroad Company shall place in position a track signal bell at the crossing of the State Highway and at each of the said township road crossings and maintain and operate such signal bells in order to give warning of approaching trains, and shall further cause a flagman to precede each movement of a locomotive or train of cars across the said State Highway at each of the two township roads, in order to give such warning to persons using the said highway and township roads.

*Third:* The said Quemahoning Branch Railroad Company shall immediately after the receipt of notice to that effect from the Commission prepare plans satisfactory to the State Highway Department for carrying the said State Highway over the



said North Fork Branch above grade, in order to eliminate the said grade crossing, and shall submit the said plans, accompanied with specifications, to this Commission for its approval, and after such approval shall proceed forthwith to construct the said overhead crossing in accordance with such plans as approved, modified or amended and ordered by the Commission.

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ORDER.

This matter being at issue upon petition of the Quemahoning Branch Railroad Company for modification of the Certificate of Public Convenience issued by the Commission on March 19th, 1915, and having been duly heard and full investigation having been had:

Now, to-wit, April 8th, 1915, It Is Ordered, That the third condition in the Certificate of Public Convenience in the above matter, dated March 19th, 1915, which reads as follows:

"Third:—The said Quemahoning Branch Railroad Company shall immediately after the receipt of notice to that effect from the Commission prepare plans satisfactory to the State Highway Department for carrying the said State Highway over the said North Fork Branch above grade, in order to eliminate the said grade crossing, and shall submit the said plans, accompanied with specifications, to this Commission for its approval, and after such approval shall proceed forthwith to construct the said overhead crossing in accordance with such plans as approved, modified or amended and ordered by the Commission."

be and the same is hereby amended to read as follows:

"Third:—The said applicant shall immediately after the receipt of notice to that effect from the Commission prepare plans satisfactory to the State Highway Department for carrying said highway over the said North Fork Branch above grade, in order to eliminate the said grade crossing, and shall submit the said plans accompanied with specifications to this Commission for its approval and determination and order, covering the character of the construction and the assessment of cost and expense thereof."

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APPLICATION DOCKET NO. 43—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of a pole line of said Company to D. E. Sell, Agent for East Freedom Service Line subscribers.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition of writing, dated the 3rd day of February, 1915, for the approval of the sale by said Company to D. E. Sell, Agent for the East Freedom Service Line subscribers, of a pole line between Leamersville and East Freedom, in the Township of Freedom, Blair County, as more fully described in the agreement entered into by and between said Telephone Company and said D. E. Sell, Agent, dated the 23rd day of January, 1915.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 44—1915.

In the matter of the application of The Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Company and The Bentleyville Telephone Company, providing for space and necessary operating service for a toll test board at Bentleyville.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing dated the 2nd day of February, 1915, for the approval of a lease between said Company and The Bentleyville Telephone Company, providing for the use of a portion of a building leased by the said The Bentleyville Telephone Company for the purpose of the installation and operation by The Central District Telephone Company of a toll test board, under the terms and conditions as set forth in the agreement between said companies, dated the 23rd day of January, 1915, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 3rd day of March, 1915, approves of the terms and conditions specified in said agreement hereto attached.

## APPLICATION DOCKET NO. 45—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Company and The LeRoy Telephone Company, providing for certain attachments to certain poles in villages of LeRoy and Franklindale.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 2nd day of February, 1915, for the approval of a lease between said Company and The LeRoy Telephone Company, providing for certain attachments to certain poles located in the villages of Franklindale and LeRoy, Bradford County, under the terms and conditions as set forth in the agreement between said companies, dated the 23rd day of January, 1915, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the said The LeRoy Telephone Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

APPLICATION DOCKET NO. 46—1915.

In the matter of the application of The Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Company and S. K. Bailey, with respect to the rental of two rooms in a building located in Titusville.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 2nd day of February, 1915, for the approval of a lease between said Company and S. K. Bailey, providing for the rental by said S. K. Bailey from the said Telephone Company of two rooms in a building located in Titusville, under the terms and conditions as set forth in the agreement between the Telephone Company and S. K. Bailey, dated the 26th day of January, 1915, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves of the terms and conditions specified in said agreement hereto attached.

APPLICATION DOCKET NO. 47—1915.

In the matter of the application of the incorporators of Brownsville Taxi and Transfer Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Brownsville Taxi and Transfer Company, by petition in writing, dated the 18th day of February, 1915, for the approval of the incorporation of Brownsville Taxi and Transfer Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation, hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 3rd day of March, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 48—1915.

In the matter of the application of Walnutport Electric Light and Power Company and Lehigh Valley Light and Power Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the franchises and property of the former company to the latter.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Walnutport Electric Light and Power Company and the Lehigh Valley Light and Power Company, by petition in writing, dated the 27th



day of January, 1915, for the approval of the sale of the franchises and property of the said Walnutport Electric Light and Power Company to the said Lehigh Valley Light and Power Company, as more fully described in the Agreement entered into by and between the said companies, dated the 6th day of February, 1915.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 3rd day of March, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 49—1915.

In the matter of the application of Lehigh County Electric Company and Lehigh Valley Light and Power Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the franchises and property of the former company to the latter.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Lehigh County Electric Company and the Lehigh Valley Light and Power Company, by petition in writing, dated the 27th day of January, 1915, for the approval of the sale of the franchises and property of the said Lehigh County Electric Company to the said Lehigh Valley Light and Power Company, as more fully described in the Agreement entered into by and between the said companies, dated the 6th day of February, 1915.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 3rd day of March, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 50—1915.

In the matter of the application of Lehigh Township Electric Light and Power Company and Lehigh Valley Light and Power Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the franchises and property of the former company to the latter.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Lehigh Township Electric Light and Power Company and the Lehigh Valley Light and Power Company, by petition in writing, dated the 27th day of January, 1915, for the approval of the sale of the franchises and property of the said Lehigh Township Electric Light and Power Company to the said Lehigh Valley Light and Power Company, as more fully described in the Agreement entered into by and between the said companies, dated the 6th day of February, 1915.



The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 3rd day of March, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 51—1915.

In the matter of the application of Cementon Electric Light and Power Company and Lehigh Valley Light and Power Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the franchises and property of the former company to the latter. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Cementon Electric Light and Power Company and the Lehigh Valley Light and Power Company, by petition in writing, dated the 27th day of January, 1915, for the approval of the sale of the franchises and property of the said Cementon Electric Light and Power Company to the said Lehigh Valley Light and Power Company, as more full described in the Agreement entered into by and between the said companies, dated the 6th day of February, 1915.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 52—1915.

In the matter of the application of Northampton County Electric Company, and Lehigh Valley Light and Power Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the franchises and property of the former company to the latter. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Northampton County Electric Company and the Lehigh Valley Light and Power Company, by petition in writing dated the 27th day of January, 1915, for the approval of the sale of the franchises and property of the said Northampton County Electric Company to the said Lehigh Valley Light and Power Company, as more fully described in the Agreement entered into by and between the said companies, dated the 6th day of February, 1915.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 53—1915.

In the matter of the application of Bethlehem Township Electric Light and Power Company and Lehigh Valley Light and Power Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the franchises and property of the former company to the latter. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Bethlehem Township Electric Light and Power Company and the Lehigh Valley Light and Power Company, by petition in writing, dated the 27th day of January, 1915, for the approval of the sale of the franchises and property of the said Bethlehem Township Electric Light and Power Company to the said Lehigh Valley Light and Power Company, as more fully described in the Agreement entered into by and between the said companies, dated the 6th day of February, 1915.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 54—1915.

In the matter of the application of The Delaware, Lackawanna and Western Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a public highway in Benton Township, Lackawanna County, known as Crissman's Road, over the tracks of the said Railroad Company above grade. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Delaware, Lackawanna and Western Railroad Company, by petition in writing dated the 27th day of January, 1915, for the approval of the construction of a crossing above grade of a public highway in Benton Township, Lackawanna County, known as Crissman's Road, over the tracks of the said Railroad Company by means of a concrete bridge, in accordance with the plans and specifications filed with the said petition.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1915, approves said petition, and grants permission to construct said public highway over the tracks of The Delaware, Lackawanna and Western Railroad Company in accordance with the aforesaid plans and specifications.

## APPLICATION DOCKET NO. 55—1915.

In the matter of the application of the Road Supervisors of Jackson Township, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a public highway at grade across the tracks and siding of the Cresson Division of The Pennsylvania Railroad Company at a point in Jackson Township near the Village of Bracken.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Road Supervisors of Jackson Township, Cambria County, by petition in writing, dated the 13th day of January, 1915, for the approval of the construction of a public highway at grade across the tracks and siding of the Cresson Division of the Pennsylvania Railroad Company at a point in Jackson Township, near the Village of Bracken.

The Commission, now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of May, 1916, approves said crossing and grants permission for the construction thereof, in accordance with the plans and specifications on file in this office, subject to the following conditions:

*First:* That the Pennsylvania Railroad Company shall install and maintain an electric track signal bell at the said crossing, and that said company shall also erect and maintain the standard railroad crossing warning signs.

*Second:* The Pennsylvania Railroad Company shall construct the crossing of the proposed highway in conformity with the standard practice of said Railroad Company for such crossings and shall prepare the work and maintain the crossing thereafter at its expense.

*Third:* The Commercial Coal Mining Company shall construct the crossing of its tracks in the coal tipple at the public highway and maintain the same in conformity with the practice of The Pennsylvania Railroad Company for such crossings.

*Fourth:* The said coal company also cause each movement of a locomotive or cars across the public highway to be preceded by a flagman to warn the public of all danger.

*Fifth:* The township supervisors shall construct and maintain the road at or near the said grade crossings in a proper and safe condition at all time, excepting, of course, the crossings which it is herein provided shall be constructed and maintained by The Pennsylvania Railroad Company and the said Coal Company.

*Sixth:* The Pennsylvania Railroad Company shall move the present waiting station from its present location to a site adjoining the proposed crossing.

## APPLICATION DOCKET NO. 56—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale by said Company to The Western Union Telegraph Company, of certain poles located in Pittston and Scranton.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 6th day of February, 1915, for the approval of the sale by the



said Telephone Company to The Western Union Telegraph Company of one pole located in the City of Pittston and two poles located in the City of Scranton, more fully described in the agreement entered into by and between the said companies, dated the 13th day of October, 1914.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of March, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 57—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease providing for the joint use of poles between said Company and the Shamokin and Mount Carmel Transit Company, said poles being located in the Borough of Centralia.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 6th day of February, 1915, for the approval of a lease between said Company and the Shamokin and Mount Carmel Transit Company, providing for the joint use of poles, located in the Borough of Centralia, under the terms and conditions as set forth in the agreement between said companies, dated the first day of February, 1915, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of March, 1915, approves of the terms and conditions specified in said agreement, hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the transit company to erect poles and run lines in the territory in question, nor does it thereby gives its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 64—1915.

In the matter of the application of Jamestown, Franklin and Clearfield Railroad Company and The New York Central Railroad Company under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the property, franchises, etc., of the said Jamestown, Franklin and Clearfield Railroad Company to the said The New York Central Railroad Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Jamestown, Franklin and Clearfield Railroad Company and The New York Central Railroad Company, by petition in writing, dated the 6th



day of February, 1915, for the approval of the sale of the property, franchises, etc., of the Jamestown, Franklin and Clearfield Railroad Company to The New York Central Railroad Company, as more fully described in the Agreement entered into by and between the said companies, dated the 5th day of February, 1915:

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of April, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 65—1915.

<p>In the matter of the application of the incorporators of Chapman Electric Light Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Chapman Electric Light Company, by petition in writing, dated the 20th day of February, 1915, for the approval of the incorporation of Chapman Electric Light Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of March, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 66—1915.

In the matter of the approval of the incorporation of the Citizens Ferry Company of Point Marion.

The proposed company desired to construct and operate a ferry over the Monongahela River from Penn Street, in the Borough of Point Marion, to a point in the Borough of West Point Marion. A protest was filed by the Point Marion Ferry Company, alleging that there was no public necessity for the proposed new company. The Commission refused to grant its approval for the reason that the testimony did not establish any public necessity.

## APPLICATION DOCKET NO. 67—1915.

In the matter of the application of Homer Light, Heat & Power Company and Penn Public Service Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of property and franchises of the Homer Light, Heat & Power Company to the Penn Public Service Company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Homer Light, Heat & Power Company and the Penn Public Service Company, by petition in writing, dated the 20th day of February, 1915, for the approval of the sale of the property and franchises of the Homer Light, Heat & Power Company to the Penn Public Service Company, as more fully described in the Deed between said companies, dated the 20th day of February, 1915:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of March, 1915, approves said sale and directs that this Certificate be attached to said deed, a copy of which remains on file in this office

## APPLICATION DOCKET NO. 69—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Company and the Elk Tanning Company, providing for the joint use of poles located in the village of Sheffield, Warren County. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 20th day of February, 1915, for the approval of a lease between the said Company and the Elk Tanning Company, providing for the joint use of poles located in the Village of Sheffield, Warren County, under the terms and conditions as set forth in the agreement between said companies, dated the 10th day of December, 1914, a copy of which agreement is filed with the petition:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of March, 1915, approves of the terms and conditions specified in said agreement, hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Telephone Company or the Tanning Company to erect poles and run line in the territory in question, nor does it thereby gives its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

## APPLICATION DOCKET NO. 70—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale by the said Company to The Pennsylvania Railroad Company of certain poles in the Borough of Tyrone.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 24th day of February, 1915, for the approval of the sale by the said Company to The Pennsylvania Railroad Company of three poles located in the Borough of Tyrone, as more fully described in the agreement entered into by and between the said companies, dated the 25th day of November, 1914:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of March, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

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## APPLICATION DOCKET NO. 71—1915.

In the matter of the application of The Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an agreement between the said Company and the Northern Turnpike Telephone Company for the sale by the former company to the latter of certain telephone plant in Westmoreland County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 18th day of March, 1915, for the approval of the sale by The Central District Telephone Company of certain telephone plant located in Westmoreland County, to the Northern Turnpike Telephone Company, as more fully described in the Agreement entered into by and between the said companies, dated the 8th day of February, 1915:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of March, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 73—1915.

In the matter of the application of The Delaware, Lackawanna and Western Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the abolition of a grade crossing of a public highway in Township of Benton, Lackawanna County, near lands of Reiter, Curtis and Hill, by tracks of said Company, and the construction of a crossing above grade in lieu thereof.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Delaware, Lackawanna and Western Railroad Company, by petition in writing, dated the 2nd day of March, 1915, for the approval of the abolition of a grade crossing of a public highway in the Township of Benton, Lackawanna County, near lands of Reiter, Curtis and Hill, by the tracks of the said Railroad Company, and the construction of a crossing above grade in lieu thereof:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 9th day of April, 1915, approves said abolition of grade crossing, and construction of a crossing above grade in lieu thereof, and grants permission for said construction, in accordance with the plans and specifications on file in this office, subject to the following conditions:

*First:* That said railroad company shall keep in repair and maintain the bridge as constructed.

*Second:* That the said railroad company shall construct the public road in a manner satisfactory to the Township Supervisors and this Commission, and provide adequate drainage and all necessary railings and fences.

## APPLICATION DOCKET NO. 74—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale by said Company to the Wilkes-Barre Railway Company of certain poles, etc., in the City of Pittston.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 24th day of February, 1915, for the approval of the sale by the said Company to The Wilkes-Barre Railway Company of five poles, five guys and three anchors, located in the City of Pittston, as more fully described in the Agreement entered into by and between the said companies, dated the 23rd day of January, 1915:

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of March, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.



## APPLICATION DOCKET NO. 75—1915.

In the matter of the application of the incorporators of Garrett Electric Light, Heat and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Garrett Electric Light, Heat and Power Company, by petition in writing, dated the first day of April, 1915, for the approval of the incorporation of Garrett Electric Light, Heat and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached:

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of April, 1915, approves said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 76—1915.

In the matter of the application of the incorporators of Summit Township Electric Light, Heat and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Summit Township Electric Light, Heat and Power Company, by petition in writing, dated the first day of April, 1915, for the approval of the incorporation of Summit Township Electric Light, Heat and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached:

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of May, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 77—1915.

In the matter of the application of the Black Township Light, Heat & Power Company for the approval of its incorporation.

The proposed company desired to furnish service in the Township of Black, Somerset County. A protest was filed by the Penn Electric Service Company, alleging that there was no necessity for a new company, and that the service furnished by the protestant was adequate. After a hearing held the applicant withdrew its petition.

## APPLICATION DOCKET NO. 78—1915.

In the matter of the application of Duquesne Light Company, under Section 6 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the purchase by said Company of the capital stock of the New Sewickley Light Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Duquesne Light Company, by petition in writing, dated the 8th day of March, 1915, for the approval of the purchase by said Company of the capital stock of the New Sewickley Light Company, under the terms and conditions therein set forth:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of April, 1915, approves said purchase of capital stock, under conditions aforesaid.

## APPLICATION DOCKET NO. 79—1915.

In the matter of the application of The Delaware, Lackawanna and Western Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the abolition of a crossing at grade of the tracks of The Delaware, Lackawanna and Western Railroad Company by a public highway leading from the Borough of Hopbottom to the Village of Lenox, Susquehanna County, and the construction of a crossing above grade at or near said location.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Delaware, Lackawanna and Western Railroad Company, by petition in writing, dated the 9th day of March, 1915, for the approval of the abolition of a crossing at grade of the tracks of The Delaware, Lackawanna and Western Railroad Company, by a public highway leading from the borough of Hopbottom to the Village of Lenox, Susquehanna County, and the construction of a crossing above grade at or near said location:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 9th day of April, 1915, approves the abolition of said crossing at grade, and grants permission for the construction of a crossing above grade, in accordance with the plans and specifications on file in this office, subject to the following conditions:

*First:* That the said railroad company shall keep in repair and maintain the bridge as constructed.

*Second:* That the said railroad company shall construct the public road in a manner satisfactory to the Township Supervisors and this Commission, and provide adequate drainage and all necessary railings and fences.

## APPLICATION DOCKET NO. 80—1915.

In the matter of the application of The Pennsylvania Railroad Company and the Lewisburg and Tyrone Railway Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the property, franchises, etc., of the Lewisburg and Tyrone Railway Company to The Pennsylvania Railroad Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Pennsylvania Railroad Company and the Lewisburg and Tyrone Railway Company, by petition in writing, dated the 9th day of March, 1915, for the approval of the sale of the property, franchises, etc., of the said Lewisburg and Tyrone Railway Company to the said Pennsylvania Railroad Company, as more fully described in the Agreement entered into by and between the said companies, dated the 28th day of December, 1914:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of April, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 81—1915.

In the matter of the application of The Pennsylvania Railroad Company and the Lancaster and Quarryville Railroad Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the property, franchises, etc., of the Lancaster and Quarryville Railroad Company to The Pennsylvania Railroad Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Pennsylvania Railroad Company and the Lancaster and Quarryville Railroad Company, by petition in writing, dated the 9th day of March, 1915, for the approval of the sale of the property, franchises, etc., of the Lancaster and Quarryville Railroad Company to The Pennsylvania Railroad Company, as more fully described in the Agreement entered into by and between the said companies, dated the 28th day of December, 1914:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of April, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 82—1915.

In the matter of the application of The Pennsylvania Railroad Company and The Pennsylvania, Monongahela and Southern Railroad Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of the property, franchises, etc., of the Pennsylvania, Monongahela and Southern Railroad Company to The Pennsylvania Railroad Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Pennsylvania Railroad Company and the Pennsylvania, Monongahela and Southern Railroad Company, by petition in writing, dated the 9th day of March, 1915, for the approval of the sale of the property, franchises, etc., of the said Pennsylvania, Monongahela and Southern Railroad Company to the said Pennsylvania Railroad Company, as more fully described in the agreement entered into by and between the said companies, dated the 28th day of December, 1914:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of April, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 83—1915.

In the matter of the application of the incorporators of Jitney Transportation Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Jitney Transportation Company, by petition in writing dated the 22nd day of March, 1915, for the approval of the incorporation of Jitney Transportation Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of April, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

## APPLICATION DOCKET NO. 84—1915.

In the matter of the application of Cairnbrook Water Company, under Section 3 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an amendment or supplement to its charter providing for an additional supply of water.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Cairnbrook Water Company, by petition in writing, dated the 26th day of March, 1915, for the approval of an amendment or supplement to



its charter, providing for an additional supply of water, as more fully described in the said petition and plan filed therewith:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 7th day of April, 1915, approves the said amendment or supplement to said Company's charter.

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### APPLICATION DOCKET NO. 85—1915.

In the matter of the application of T. W. Phillips Gas & Oil Company, under Section 3 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an amendment or supplement to its charter, providing for enlarging the territory in which it may produce natural gas.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by T. W. Phillips Gas & Oil Company, by petition in writing, dated the 13th day of March, 1915, for the approval of an amendment or supplement to its charter, providing for enlarging the territory in which it may produce natural gas, as more fully described in the said petition:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of April, 1915, approves the said amendment or supplement to said Company's charter, in accordance with the terms and conditions set forth in said petition.

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### APPLICATION DOCKET NO. 86—1915.

In the matter of the application of The Pennsylvania Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a siding at grade over and upon Railroad Alley and across Third Street, in the Borough of Charleroi.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Pennsylvania Railroad Company, by petition in writing, dated the 31st day of March, 1915, for the approval of the construction of a siding at grade over and upon Railroad Alley, and across Third Street, in the Borough of Charleroi; to connect with the property of R. C. Mountser:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 5th day of May, 1915, approves said crossing and grants permission for the construction thereof, in accordance with the plan on file in this office, subject to the following conditions:

(1) That the crossing shall be put in in conformity with the provisions of the Borough Ordinance approving said crossing.

(2) That the crossing shall be put in in conformity with the provisions of the contract between the Railroad Company and the aforesaid R. C. Mountser.

(3) That a flagman shall precede each movement of a car or locomotive on said siding across Railroad Alley and Third Street, and properly warn the public of the approach of said car or locomotive.

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### APPLICATION DOCKET NO. 87—1915.

In the matter of the application of the incorporators of Culmerville, Russellton and Cheswick Transit Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Culmerville, Russellton and Cheswick Transit Company, by petition in writing, filed 10th day of April, 1915, for the approval of the incorporation of Culmerville, Russellton and Cheswick Transit Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached:

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 21st day of April, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 88—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with the Mastersonville Telephone Company, providing for the joint use of eight poles at Manheim.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 22d day of March, 1915, for the approval of a lease with the Mastersonville Telephone Company, providing for the joint use of eight poles at Manheim, under the terms and conditions as set forth in the agreement between said companies, dated the 16th day of March, 1915, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of March, 1915, approves of the terms and conditions specified in said agreement, hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone companies to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

## APPLICATION DOCKET NO. 89—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale by the said company to Edward Shaffer, Agent for the Jumbo Heights Service Line, of certain equipment described in the agreement of sale.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 22d day of March, 1915, for the approval of the sale by the said company to Edward Shaffer, Agent for the Jumbo Heights Service Line, of iron wire attached to the poles of the Bloomsburg-Benton Line of the said Bell Telephone Company of Pennsylvania, more fully described in the Agreement entered into by and between the said parties, dated the 27th day of February, 1915.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of April, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

## APPLICATION DOCKET NO 90—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale by the said company to the Erie Lighting Company of twenty poles located in the Borough of North East, Erie County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 22d day of March, 1915, for the approval of the sale by The Bell Telephone Company of Pennsylvania to the Erie Lighting Company of twenty poles, located in the Borough of North East, Erie County, more fully described in the agreement entered into by and between the said companies, dated the 3d day of March, 1915.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of April, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 91½—1915.

In the matter of the application of The Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale by the Southern Cambria Railway Company to The Central District Telephone Company of eight poles located in East Taylor Township, Cambria County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 22d day of March, 1915, for the approval of the sale by the



Southern Cambria Railway Company to The Central District Telephone Company of eight poles located in East Taylor Township, Cambria County, more fully described in the Agreement entered into by and between the said companies, dated the 31st day of December, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 5th day of May, 1915, approves said sale and directs that this Certificate be attached to said agreement, a copy of which remains on file in this office.

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#### APPLICATION DOCKET NO. 93—1915.

In the matter of the application of Philadelphia and Reading Railway Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction at grade of a siding across Railroad Street, in the Borough of Catawissa.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Philadelphia and Reading Railway Company, by petition in writing, dated the 11th day of March, 1915, for the approval of the construction at grade of a siding across Railroad Street, at a point about one hundred feet northeast of Pine Street, in the Borough of Catawissa, to connect the said railway tracks with the property of N. C. Creasy.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of April, 1915, approves said crossing and grants permission for the construction thereof, in accordance with the plans on file in this office, subject to the following conditions.

(1) That the crossing be constructed in conformity with the best practice and that it be maintained by the Railway Company to the satisfaction of the proper officers of the Borough of Catawissa;

(2) That a flagman shall precede each movement of a car or locomotive across Railroad Street and properly warn the public of the approach of said car or locomotive.

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#### APPLICATION DOCKET NO. 94—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3(c), Article III, and Section 18 and 19, Article V, of the Public Service Company Law, for the approval of a lease between said company and the Wilkes-Barre Railway Company, providing for the attachment of certain facilities of the former company to certain poles of the Railway Company located in the Boroughs of Kingston, Dorranceton and Forty Fort.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 25th day of March, 1915, for the approval of a lease between the said company and the Wilkes-Barre Railway Company, providing for



the attachment by the said Telephone Company of certain of its facilities to certain poles belonging to the said Railway Company, located in the Boroughs of Kingston, Dorranceton and Forty Fort under the terms and conditions as set forth in the agreement between said companies, dated the 2d day of February, 1915, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of April, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions specified in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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#### APPLICATION DOCKET NO. 95—1915.

In the matter of the application of the Borough of Grove City, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public service Company Law, for the approval of the construction of Mill Street, said Borough, across the right-of-way and tracks at grade of The Pittsburgh, Bessemer and Lake Erie Railroad Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Grove City, by petition in writing, dated the 20th day of March, 1915, for the approval of the construction of Mill Street extension at grade across the right-of-way and tracks of The Pittsburgh, Bessemer and Lake Erie Railroad Company, operated by the Bessemer and Lake Erie Railroad Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of May, 1915, approves said crossing at grade, and grants permission for the construction thereof, in accordance with the plans and specifications on file in this office, subject to the following conditions:

*First:* That the said The Pittsburgh, Bessemer and Lake Erie Railroad Company and Bessemer and Lake Erie Railroad Company shall construct and maintain said crossing between the limits of their right-of-way at their own expense and in accordance with the plans and specifications on file in this office and submitted with the petition.

*Second:* That the said railroad companies shall erect and maintain safety gates at the said crossing, which gates may be closed against travel within the limits of the driveway for twelve (12) hours each day, such twelve (12) hours to be from 6:30 P. M. to 6:30 A. M., unless by agreement between the said Borough and Railroad Companies another twelve (12) hour period is fixed, in which case notice of the proposed change of the hours of closing must be given to the Commission and approved by it.

*Third:* That the said Borough shall at its own expense make and bear the cost of all changes of grade of said Mill Street and Blair Street, necessary to conform

to the proposed grade of crossing hereby approved, including all damages to adjoining property owners, in any way affected by the proposed crossing or change in grade of streets.

*Fourth:* It is distinctly understood and hereby declared that the grade crossing hereby authorized is temporary only, and notice is hereby given that that part of said Mill Street, within the limits of said railroad companies' right-of-way is liable to be permanently closed at any time by order of this Commission.

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#### APPLICATION DOCKET NO. 96—1915.

In the matter of the application of the Borough of Grove City, under Section 5, Article III, and Sections 12, 18 and 19, Articles V, of The Public Service Company Law, for the approval of the construction of an extension of Harvard Street, said Borough, across the right-of-way and under the tracks of The Pittsburgh, Bessemer and Lake Erie Railroad Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Borough of Grove City, by petition in writing, dated the 20th day of March, 1915, for the approval of the construction of an extension of Harvard Street, under grade, across the right-of-way and under the tracks of The Pittsburgh, Bessemer and Lake Erie Railroad Company, operated by the Bessemer and Lake Erie Railroad Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of May, 1915, approves said under-grade crossing, and grants permission for the construction thereof, in accordance with the plans and specifications on file in this office, and approved by the Chief of the Bureau of Engineering, subject to the following conditions.

*First:* That said railroad companies, to-wit, The Pittsburgh, Bessemer and Lake Erie Railroad Company, and the Bessemer and Lake Erie Railroad Company), and the said Borough of Grove City shall each pay one-half of the cost of the construction of the said under-grade extension of Harvard Street, from the north line of Park Street to the south line of Lincoln Avenue.

*Second:* That the said Borough of Grove City shall pay any and all damages to adjacent property owners incident to the said under-grade crossing; all costs of right-of-way of said extension of Harvard Street, and all costs of paving street or laying side walks.

*Third:* That the said railroad companies keep in repair and maintain the bridges which carry their tracks over said Harvard Street, and the said Borough of Grove City shall keep in repair and maintain the street itself and side walk within the street limits.

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#### APPLICATION DOCKET NO. 98—1915.

In the matter of the application of city of Philadelphia, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company law, for the approval of the construction of a crossing above grade of Fifth Street over the tracks of the North Pennsylvania Railroad Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Philadelphia, by petition in writing, dated the 3d day of April, 1915, and supplement thereto, dated the 12th day of April, 1915, for

the approval of the construction above grade of Fifth Street over the tracks of the North Pennsylvania Railroad Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of April, 1915, approves said crossing and grants permission for the construction thereof, in accordance with the plans and specifications on file in this office, subject to the following conditions:

*First:* That the abutments shall be carried down to a sufficient depth to provide for a possible vertical headroom between the under side of the bridge and the top of the rails as the tracks may be eventually laid of not less than 20 feet.

*Second:* That the city shall file in the office of the Public Service Commission detail plans and specifications of the bridge as it is built and this shall be done upon completion of the bridge.

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#### APPLICATION DOCKET NO. 99—1915.

In the matter of the application of City of Philadelphia, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company law, for the approval of the construction of a crossing above grade of Fifty-eighth Street over the tracks of the Philadelphia and Baltimore Central Railroad Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Philadelphia, by petition in writing, dated the 3d day of April, 1915, and supplement thereto, dated the 12th day of April, 1915, for the approval of the construction of a crossing above grade of Fifty-eighth Street over the tracks of the Philadelphia and Baltimore Central Railroad Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of April, 1915, approves said crossing and grants permission for the construction thereof, in accordance with the plans and specifications on file in this office, subject to the following conditions:

*First:* That the foundations for the bridge shall be put down so that when the tracks are ultimately lowered, the vertical clear room at the outer rail of the tracks nearest the supports for the arch shall be not less than 18.5 feet.

*Second:* That the city shall file in the office of the Public Service Commission detail plans and specifications of the bridge as built, immediately upon completion of the improvement.

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#### APPLICATION DOCKET NO. 100—1915.

In the matter of the application of City of Philadelphia, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company law, for the approval of the construction above grade of Diamond Street over the tracks of the Connecting Railway Company, leased and operated by The Pennsylvania Railroad Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Philadelphia, by petition in writing, dated the 3d day of April, 1915, and supplement thereto, dated the 12th day of April, 1915, for



the approval of the construction, above grade, of Diamond Street over the tracks of the Connecting Railway Company, leased and operated by The Pennsylvania Railroad Company and being the New York Division of said Pennsylvania Railroad.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of April, 1915, approves said crossing and grants permission for the construction thereof, in accordance with the plans and specifications on file in this office, subject to the following conditions:

*First:* That the abutments shall be carried to a sufficient depth to permit, at some future time, the lowering of the tracks in order to give a vertical clearance between the rails and the under side of the bridge of not less than twenty-two feet;

*Second:* That the City file with the Public Service Commission complete, detail plans and specifications of the bridge and abutments as constructed, and immediately upon completion of the improvement.

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#### APPLICATION DOCKET NO. 101—1915.

In the matter of the application of City of Philadelphia, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company law, for the approval of the construction below grade of Fisher Avenue under the tracks of the North Pennsylvania Railroad Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Philadelphia, by petition in writing, dated the 3d day of April, 1915, and supplement thereto, dated the 12th day of April, 1915, for the approval of the construction below grade of Fisher Avenue under the tracks of the North Pennsylvania Railroad Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of April, 1915, approves said crossing and grants permission for the construction thereof, in accordance with the plans and specifications on file in this office, subject to the condition that detail plans and specifications of the bridge as constructed be filed in the office of the Public Service Commission immediately upon the completion of the improvement.

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#### APPLICATION DOCKET NO. 102—1915.

In the matter of the application of The Central Railroad Company of New Jersey, under section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of temporary narrow-gauge railroad track crossings at grade over said company's Nanticoke Branch, the Bunker Hill Branch and the so-called Empire Washery Track, at or near the City of Wilkes-Barre, Luzerne County.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central Railroad Company of New Jersey, by petition in writing dated the 25th day of March, 1915, for the approval of the construction



and temporary maintenance and operation of three (3) crossings at grade across the tracks and right-of-way of the said company, by the narrow gauge track of Lehigh and Wilkes-Barre Coal Company: (a) single track of Bunker Hill Branch; (b) single track of the Nanticoke Branch; and (c) single track of the Empire Washery Track; and as more fully shown on plan attached to agreement between said railroad company and coal company, dated the 15th day of October, 1914, and on file in this office.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 2d day of June, 1915, approves the construction and temporary maintenance and operation of the said crossings at grade, subject to the following condition: That the said crossings shall be constructed in conformity with the aforesaid agreement between the said railroad company and coal company, and operated in conformity with General Order No. 5 of this Commission.

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#### APPLICATION DOCKET NO. 103—1915.

In the matter of the application of City of Philadelphia, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a crossing below grade of Third Street, under the tracks of the Philadelphia and Newtown Connecting Railroad Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Philadelphia, by petition in writing, dated the 7th day of April, 1915, and supplement thereto, dated the 12th day of April, 1915, for the approval of the construction of a crossing below grade of Third Street under the tracks of the Philadelphia and Newtown Connecting Railroad Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of April, 1915, approves said crossing and grants permission for the construction thereof, in accordance with the plans and specifications on file in this office, subject to the condition that detail plans and specifications of the bridge as constructed be filed in the office of the Public Service Commission immediately upon the completion of the improvement.

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#### APPLICATION DOCKET NO. 104—1915.

In the matter of the application of City of Philadelphia, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a crossing above grade of a new street, replacing a portion of Cambria and "A" Streets, over the tracks of the Richmond Branch of the Philadelphia and Reading Railway Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the City of Philadelphia, by petition in writing, dated the 7th day of April, 1915, and supplement thereto, dated the 12th day of April,

1915, for the approval of the construction of a crossing above grade of a new street, replacing a portion of Cambria and "A" Streets, over the tracks of the Richmond Branch of the Philadelphia and Reading Railway Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of April, 1915, approves said crossing and grants permission for the construction thereof, in accordance with the plans and specifications on file in this office, subject to the following conditions:

*First:* That the abutments and foundations for the supporting of piers shall be carried down to a sufficient depth to provide for a possible head room between the underside of the bridge and the top of the rails, as the tracks may be eventually laid, of 22 feet.

*Second:* That the City be required to file in the office of the Public Service Commission complete plans of the bridge as it is built, immediately upon the completion of the improvement.

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#### APPLICATION DOCKET NO. 105—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the lease between said Company and Loose-Wiles Biscuit Company, providing for the use of certain floor space in a building located on Paxton Street in the City of Harrisburg.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 1st day of April, 1915, for the approval of a lease between said company and Loose-Wiles Biscuit Company, providing for the use of certain floor space in a building located on Paxton Street in the City of Harrisburg, under the terms and conditions as set forth in the agreement between said companies, dated the 14th day of December, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 5th day of May, 1915, approves of the terms and conditions specified in said agreement, hereto attached.

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#### APPLICATION DOCKET NO. 106—1915.

In the matter of the application of The Pennsylvania Railroad Company under Section 5, Article III, and Section 12, 18, and 19, Article V, of the Public Service Company Law, for the approval of the construction at grade of a siding beginning at a point on North Street, thence across North Street and Cherry Alley in the City of York.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Pennsylvania Railroad Company, by petition in writing, dated the 3d day of May, 1915, for the approval of the construction at grade of a siding beginning at a point on North Street, thence across North Street and Cherry Alley in the City of York.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 12th day of May, 1915, approves said crossing at grade and grants permission for the construction thereof in accordance with the plans and specifications on file in this office, subject to the following conditions:

(1) That crossing be constructed and maintained in conformity with the standard practice of The Pennsylvania Railroad Company, and to the satisfaction of the proper city authorities and the Public Service Commission.

(2) That in all movements of cars or locomotives across Cherry Alley on the proposed siding, each such movement shall be preceded by a flagman to warn the public of the approach of such locomotive or cars to Cherry Alley.

### APPLICATION DOCKET NO. 107—1915.

<p>In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a sale by the said Company to the Penn Central Light &amp; Power Company of eleven poles located in the City of Altoona.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 6th day of April, 1915, for the approval of a sale by the said Telephone Company to the Penn Central Light & Power Company of eleven poles located in the City of Altoona, more fully described in the agreement entered into by and between the said companies, dated the 29th day of March, 1915.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 5th day of May, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

### APPLICATION DOCKET NO. 108—1915.

<p>In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a sale by the said Company to the Harwood Electric Company of eleven poles located in the City of Hazleton.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 6th day of April, 1915, for the approval of a sale by the said Company to The Harwood Electric Company of eleven poles located in the City of Hazleton, more fully described in the agreement entered into by and between the said companies, dated the 5th day of January, 1915.



The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 5th day of May, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 109—1915.

In the matter of the application of The Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between the said Telephone Company and the Pittsburgh & Butler Railway Company, providing for the joint use of five poles located in the Borough of Butler.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Central District Telephone Company, by petition in writing, dated the 6th day of April, 1915, for the approval of a lease between the said Telephone Company and the Pittsburgh & Butler Railway Company, providing for the joint use of five poles located in the Borough of Butler, under the terms and conditions as set forth in the agreement between said companies, dated the 31st day of December, 1915, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 5th day of May, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Telephone Company or the Railway Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 111—1915.

In the matter of the application of Philadelphia and Reading Railway Company and of J. B. Millard and H. E. Millard (trading under the firm name of J. B. Millard & Son), under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction at grade of a siding across a public highway in Jackson Township, Lebanon County, to connect with the quarry of J. B. Millard & Son.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Philadelphia and Reading Railway Company and of J. B. Millard and H. E. Millard (trading under the firm name of J. B. Millard & Son), by petition in writing, dated the 9th day of April, 1915, for the approval of the construction at grade of a siding across a public highway in Jackson Township, Lebanon County, to connect with the quarry of J. B. Millard & Son.



The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of April, 1915, approves said crossing and grants permission for the construction thereof, in accordance with the plans and specifications on file in this office, subject to the following conditions:

(1) That the Philadelphia and Reading Railway Company construct the crossing in accordance with said Company's standard practice and maintain the same in proper condition;

(2) That the Philadelphia and Reading Railway Company erect warning signs on either side of this crossing.

(3) That in all movements of locomotives, trains or cars over said highway crossing, a flagman shall precede each movement, and properly protect the crossing during the same.

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#### APPLICATION DOCKET NO. 112--1915.

In the matter of the application of the incorporators of Brockwayville Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Brockwayville Electric Company, by petition in writing, dated the Sixth day of May, 1915, for the approval of the incorporation of Brockwayville Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of May, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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#### APPLICATION DOCKET NO. 113--1915.

In the matter of the application of the incorporators of Citizens' Power Company of Union Township, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } **CERTIFICATE  
OF  
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Citizens' Power Company of Union Township, by petition in writing, dated the 12th day of April, 1915, for the approval of the incorporation of Citizens' Power Company of Union Township, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 5th day of May, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 114—1915.

<p>In the matter of the application of Columbia &amp; Montour Electric Company, under Section 3 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an amendment to its charter, granting the right to furnish light, heat and power by means of electricity in the Township of Gearhart, Northumberland County.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Columbia & Montour Electric Company, by petition in writing, dated the 12th of April, 1915, for the approval of an amendment to its charter, providing for the furnishing of light, heat and power by means of electricity in the Township of Gearhart, Northumberland County, as more fully described in the said petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of May, 1915, approves the said amendment to said company's charter.

APPLICATION DOCKET NO. 115—1915.

<p>In the matter of the application of Lackawanna and Wyoming Valley Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction at grade of a siding across a public highway in the Borough of Dunmore, Lackawanna County.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Lackawanna and Wyoming Valley Railroad Company, by petition in writing, dated the 13th day of April, 1915, for the approval of the construction at grade of a siding across a public highway in the Borough of Dunmore, Lackawanna County, as more fully described in the said petition and plan attached thereto.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of May, 1915, approves said crossing and grants permission for the construction thereof, in accordance with the plans on file in this office, subject to the following conditions:

*First:*—That the said Lackawanna and Wyoming Valley Railroad Company shall construct a derail switch at a point between the highway crossing herein approved and the place of loading cars at the culm bank;

*Second:*—That in each and every movement of cars across the said public highway a flagman shall precede same and warn the public of the approach of such car or cars, and in all movements after dark the flagman shall be equipped with proper light or lantern.

## APPLICATION DOCKET NO. 116—1915.

In the matter of the application of the incorporators of Panama Traction Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Panama Traction Company, by petition in writing, dated the 22nd day of April, 1915, for the approval of the incorporation of Panama Traction Company, the character, object and purpose of which is fully and at large set out in the Articles of Association hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 5th day of May, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Articles of Association.

## APPLICATION DOCKET NO. 122—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, et al., under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of an agreement between said petitioners, providing for the change of location of certain pole lines and joint use of poles in the Township of Lower Merion.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, Merion Civic Association and The Bala and Merion Electric Company, by petition in writing, dated the 6th day of April, 1915, for the approval of an agreement between the said petitioners, providing for the change of location of certain pole lines and joint use of poles in the Township of Lower Merion, under the terms and conditions as set forth in the said agreement between said petitioners, dated the 26th day of December, 1914, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 5th day of May, 1915, approves the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the telephone company or the electric company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.



## APPLICATION DOCKET NO. 123—1915.

In the matter of the application of Philadelphia, Baltimore and Washington Railroad Company, Agent, et al., under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a siding, at grade, across East Union Street, in the Borough of West Chester.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Philadelphia, Baltimore and Washington Railroad Company, (Agent for the Philadelphia and Baltimore Central Railroad Company), et al., by petition in writing, dated the 12th day of April, 1915, for the approval of the construction of a siding at grade across East Union Street, between Franklin and Adams Streets, in the Borough of West Chester, to connect with the property of Hoffman and Baldwin.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of May, 1915, approves said crossing and grants permission for the construction thereof, in accordance with the plans on file in this office, and subject to the following conditions:

1. That the crossing be constructed and maintained to the satisfaction of the Borough Council of West Chester and of the Public Service Commission.
2. That in all movements of cars or locomotives across East Union Street, a flagman shall precede each such movement and warn the public on said street of the approach of such car or locomotive.
3. That the Railroad Company shall not use the proposed siding across East Union Street and on the property of Hoffman and Baldwin, for any purpose except that of delivery or shipment of materials assigned or belonging to said Hoffman and Baldwin.
4. That a derailing switch shall be provided and installed by the Railroad Company on its own property and that bumpers shall be placed at the end of said derailing switch, and that the switch shall be kept closed against the siding into the Hoffman and Baldwin property at all times, except when said siding is operated for the delivery or shipment of materials to and from said Hoffman and Baldwin property.

## APPLICATION DOCKET NO. 126—1915.

In the matter of the application of the incorporators of Somerset Coal Railway Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Somerset Coal Railway Company, by petition in writing, dated the 6th day of May, 1915, for the approval of the incorporation of Somerset Coal Railway Company, the character, object and purpose of which is fully and at large set out in the Articles of Association hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service accommodation, convenience or safety of the public, and accordingly hereby, on the 19th day of May, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Articles of Association.



## APPLICATION DOCKET NO. 129—1915.

In the matter of the application of The Chapman Electric Light Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale to the said Company by Christ. Hansen, of certain property, rights, powers, franchises and privileges. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Chapman Electric Light Company, by petition in writing, dated the 12th day of April, 1915, for the approval of the sale by Christ. Hansen (an owner of an electric light plant in Chapman Township, Clinton County), to the said electric Light Company of the property, rights, powers, franchises and privileges of the said Christ. Hansen, more fully described in the agreement entered into between the said parties, dated the 12th day of April, 1915.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of May, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 130—1915.

In the matter of the application of the incorporators of the Gratz Water Company, under Section 2 (a) Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of The Gratz Water Company, by petition in writing, dated the 15th day of May, 1915, for the approval of the incorporation of The Gratz Water Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of May, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation, said approval to be subject to the conditions imposed by the State Water Supply Commission and the State Department of Health.

## APPLICATION DOCKET NO. 132—1915.

In the matter of the application of the incorporators of West Whiteland Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of West Whiteland Electric Company, by petition in writing, dated the 7th day of May, 1915, for the approval of the incor-

poration of West Whiteland Electric Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of May, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 134—1915.

In the matter of the application of the Southern Heat, Light & Power Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale to the said company of certain poles by The Central District Telephone Company, located in the County of Allegheny.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Southern Heat, Light and Power Company, by petition in writing, dated the 27th day of April, 1915, for the approval of the sale to said Company by The Central District Telephone Company, of certain poles, located in the County of Allegheny, and more fully described in the agreement entered into by and between the said Companies, dated the 5th day of April, 1915.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of May, 1915, approves said sale and directs that this Certificate be attached to said Agreement, a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 135—1915.

In the matter of the application of the Hillside Stone Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a crossing at grade over a public highway, in Derry Township, Westmoreland County, four miles east of Blairsville Intersection.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Hillside Stone Company, by petition in writing, dated the 10th day of May, 1915, for the approval of the construction of a crossing at grade over a public highway in Derry Township, Westmoreland County, four miles east of Blairsville Intersection.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of May, 1915, approves said crossing and grants permission for the construction thereof, in accordance with the plans and specifications on file in this office, subject to the following conditions:

*First:* That the crossing be constructed and maintained by the said Hillside Stone Company in conformity with the standard practice of The Pennsylvania Railroad Company, and to the satisfaction of the Township authorities and the Public Service Commission.

*Second:* That in all movements of locomotives or cars across the said highways, a flagman shall precede each such movement to warn the public of the approach of such locomotive or car.

*Third:* The Hillside Stone Company shall provide, erect, and maintain a derail at a point at least four hundred (400) feet south of the said public highway, and this derailing switch shall be placed in the custody of the proper agents of The Pennsylvania Railroad Company, and shall be so operated as to derail any cars starting on the switch beyond, except when the siding is being operated for the movement of a locomotive or train of cars over the said siding by The Pennsylvania Railroad Company.

### APPLICATION DOCKET NO. 136—1915.

In the matter of the application of the Hershey Transit Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a power transmission line, etc., in Derry Township, Dauphin County, and in South Londonderry, South Annville, and North Cornwall Townships, in Lebanon County, and wire crossings as specified in petition filed.

### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Hershey Transit Company, by petition in writing, dated the 5th day of May, 1915, for the approval of the construction of a power transmission line, etc., in Derry Township, Dauphin County, and in South Londonderry, South Annville, and North Cornwall Townships, in Lebanon County, and wire crossings as specified in petition filed.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of May, 1915, approves said construction as applied for, in accordance with the petition, plans and specifications on file in this office, subject to the following conditions:

*First:* That at Crossing No. 12, at the intersection of the Horseshoe Turnpike and the lane leading to the property of Simon Bucher, near the Hershey Transit Company's pole No. 487, where the transmission line crosses over the telephone service loop of the South Annville Telephone Company, with a vertical clearance between the said wires of five feet only, the vertical clearance shall be at least six feet, preferably by a change in the telephone wire.

*Second:* On the Horseshoe Turnpike between the Hershey Transit Company's poles Nos. 433-434, where there is a crossing of the transmission line over the telephone loop of the South Annville Telephone Company, with a vertical clearance of six feet six inches, the telephone wire sag shall be taken up to provide that under the most adverse conditions the vertical clearance shall never be less than six feet; this change to be at the cost and expense of the Hershey Transit Company and to be brought about by mutual agreement between the said South Annville Telephone Company and the Hershey Transit Company.



*Third:* Along the Horseshoe Turnpike to the west of the Hershey Transit Company's pole No. 372, where the transmission line crosses over the telephone service loop of the South Annville Telephone Company, (which loop has a span of about 160 feet), the sag in the said loop shall be taken up to provide that under the most adverse conditions the vertical clearance shall never be less than six feet; this change to be at the cost and expense of the Hershey Transit Company and to be brought about by mutual agreement between the said South Annville Telephone Company and the Hershey Transit Company.

### APPLICATION DOCKET NO. 138—1915.

<p>In the matter of the application of the incorporators of Lake Ariel Automobile Transportation Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of Lake Ariel Automobile Transportation Company, by petition in writing, dated the 18th day of May, 1915, for the approval of the incorporation of Lake Ariel Automobile Transportation Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary, or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 2d day of June, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

### APPLICATION DOCKET NO. 139—1915.

<p>In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with The Western Union Telegraph Company, providing for the use by the Telegraph Company of certain space in the former Company's Commercial Quarters, at Pittston, Pa.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 3d day of May, 1915, for the approval of a certain lease between the said Company and The Western Union Telegraph Company, providing for the use by the Telegraph Company of a certain portion of a building, situated at No. 9, Water Street, in the City of Pittston, under the terms and conditions as set forth in the agreement between said Companies, dated the 29th day of March, 1915.



The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3d day of June, 1915, approves of the terms and conditions specified in said Agreement hereto attached.

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### APPLICATION DOCKET NO. 140—1915.

In the matter of the application of the Eastern Pennsylvania Light, Heat and Power Company, under Section 6 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the purchase of the controlling right, title or interest in the capital stock of the Four Consolidated Electric Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Eastern Pennsylvania Light, Heat and Power Company, by petition in writing, dated the 8th day of May, 1915, for the approval of the purchase of the controlling right, title, or interest in the capital stock of the Four Consolidated Electric Company.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 2d day of June, 1915, approves the said purchase of controlling right, title or interest in said capital stock, under the conditions set forth in the said petition.

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### APPLICATION DOCKET NO. 141—1915.

In the matter of the application of the T. W. Phillips Gas & Oil Company for a certificate of Valuation with respect to the issuance of bonds to the amount of \$2,000,000.

After filing of the petition and before hearing the applicant withdrew its petition and filed in lieu thereof a Certificate of Notification, as provided in Article III, Section 4, of The Public Service Company Law.

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### APPLICATION DOCKET NO. 143—1915.

In the matter of the application of the Chester Valley Electric Company and the West Whiteland Electric Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale to the Chester Valley Electric Company of the property and franchises of the West Whiteland Electric Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Chester Valley Electric Company and the West Whiteland Electric Company, by petition in writing, dated the 7th day of May, 1915, for the approval of the sale by the West Whiteland Electric Company of its property

and franchises to the said Chester Valley Electric Company, as evidenced by a deed of the West Whiteland Electric Company to the Chester Valley Electric Company, dated the 5th day of May, 1915.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of May, 1915, approves said sale and directs that this Certificate be attached to said Deed, a copy of which remains on file in this office.

### APPLICATION DOCKET NO. 144—1915.

In the matter of the application of the Chester Valley Electric Company, under Section 2 (b), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for a Certificate of Public Convenience, authorizing said Company to begin the exercise of rights and privileges granted to it under a certain ordinance of the Borough of Coatesville.

### CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Chester Valley Electric Company, by petition in writing, dated the 7th day of May, 1915, for a Certificate of Public Convenience, authorizing said Company to begin the exercise of rights and privileges granted to it under an Ordinance of the Borough of Coatesville, enacted April 18, 1915, and approved by the Burgess, April 22, 1915, relative to the supplying of steam in certain portions of said Borough.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of May, 1915, approves the beginning of the exercise of the rights and privileges referred to, in accordance with the said Ordinance of the Borough of Coatesville.

### APPLICATION DOCKET NO. 145—1915.

In the matter of the application of the East Earl Electric Light and Power Company, et al., under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the merger and consolidation of the applicant Companies.

### CERTIFICATE OF PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the East Earl Electric Light and Power Company, Caernarvon Township Electric Company, Caernarvon Electric Light and Power Company, Honey Brook Electric Company, Honey Brook Township Electric Company, and the Elverson Electric Company, by petition in writing, dated the 22nd day of May, 1915, for the approval of the agreement for the merger and consolidation of the said Companies, under the terms and conditions as set forth in said agreement of consolidation and merger, dated the 4th day of February, 1915, forming said Companies into one corporation to be known as the Tri-County Electric Company.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 2d day of June, 1915, approves the said merger and consolidation, and directs that this Certificate of Public Convenience be attached to the joint Agreement of consolidation and merger.

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APPLICATION DOCKET NO. 146—1915.

In the matter of the application of the incorporators of South Ligonier Telephone Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the South Ligonier Telephone Company, by petition in writing, dated the 22nd day of May, 1915, for the approval of the incorporation of the South Ligonier Telephone Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 2d day of June, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation

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APPLICATION DOCKET NO. 147—1915.

In the matter of the application of the incorporators of the Youngsville Telephone Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company. } CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Youngsville Telephone Company, by petition in writing, dated the 1st day of June, 1915, for the approval of the incorporation of the Youngsville Telephone Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.



## APPLICATION DOCKET NO. 148—1915.

In the matter of the application of the Delta Water Power Company, for a Certificate of Valuation approving the issuance of notes to the amount of \$15,000.

Before a hearing was held the applicant withdrew its petition and filed a Certificate of Notification under the provisions of Article III, Section 4, of The Public Service Company Law.

## APPLICATION DOCKET NO. 149—1915.

In the matter of the application of the Pennsylvania Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of a crossing above grade of a public highway in the Township of Franklin, County of Westmoreland. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Railroad Company, by petition in writing, dated the 29th day of April, 1915, for the approval of the construction and maintenance of an extension of the Turtle Creek Branch of said Railroad, over and across a public road in the Township of Franklin, County of Westmoreland, at Station 672 plus 84.01, as indicated on construction plan of said Branch.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 2d day of June, 1915, approves said crossing above grade, and grants permission for the construction thereof, in accordance with the plans and specifications on file in this office, and subject to the following conditions:

*First:* That the Pennsylvania Railroad Company construct proper catch basins in the street gutters at the foot of the steep slope at or near the northerly boundary of the right of way and the proposed arch and lay a tile drain therefrom westerly parallel to and near the bottom of the slope of the railroad embankment to a natural water course passing under said railroad embankment through a culvert; and that said Railroad Company operate and maintain such drain and catch basins to properly collect the surface drainage that comes down in the highway from the hillside to the north, and divert it from the highway by such proper catch basins and convey it through the said drain to the natural water course.

*Second:* That the Pennsylvania Railroad Company construct the roadway across its right of way in conformity with good practice and to the satisfaction of the township supervisors and The Public Service Commission.

## APPLICATION DOCKET NO. 150—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Company and The Wernersville Electric Light, Heat and Power Company, for the joint use of poles in the Township of Lower Heidelberg, Berks County, Pa. }  
CERTIFICATE  
OF  
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 13th day of May, 1915, for the approval of an agreement



between said Company and the Wernersville Electric Light, Heat and Power Company, providing for the joint use of poles, located in the Township of Lower Heidelberg, Berks County, Pa., under the terms and conditions as set forth in the said agreement between said Companies, dated the 26th day of April, 1915, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves of the terms and conditions specified in said agreement hereto attached.

By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Telephone Company or the Electric Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 151—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Company and John Fenwick, of certain rooms located in a building at the corner of Water Street and Cron Alley, in the City of Pittston.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 13th day of May, 1915, for the approval of a lease between said Company and John Fenwick, providing for the use, by the latter party, of certain rooms in a building located at the corner of Water Street and Cron Alley, in the City of Pittston, under the terms and conditions as set forth in an agreement between said Company and John Fenwick, dated the 3d day of May, 1915, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3d day of June, 1915, approves of the terms and conditions specified in said agreement hereto attached.

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### APPLICATION DOCKET NO. 152—1915.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Company and The Western Union Telegraph Company, providing for the sub-letting to the latter Company, of certain space in a building situated at the southwest corner of Third and Pine Streets, in the City of Easton.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 13th day of May, 1915, for the approval of a lease between

the said Company and The Western Union Telegraph Company, providing for the sub-letting to the latter Company of certain space in a building situated at the southwest corner of Third and Pine Streets, in the City of Easton, under the terms and conditions as set forth in the agreement between said Companies; dated the 12th day of March, 1915, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 2d day of June, 1915, approves of the terms and conditions specified in said agreement hereto attached.

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### APPLICATION DOCKET NO. 153—1915.

<p>In the matter of the application of the Central District Telephone Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a sale of 22 poles, located in the Township of Unity, Westmoreland County, by said Company, to the West Penn Electric Company.</p>	}	<p><b>CERTIFICATE OF PUBLIC CONVENIENCE.</b></p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Central District Telephone Company, by petition in writing, dated the 13th day of May, 1915, for the approval of a sale by the said Company to The West Penn Electric Company, of 22 poles, located in the Township of Unity, County of Westmoreland, as more fully described in the agreement entered into by and between said Companies, dated the 23d day of April, 1915.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves said sale and directs that this Certificate be attached to said agreement, a copy of which remains on file in this office.

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### APPLICATION DOCKET NO. 154—1915.

<p>In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with the Hamburg Gas and Electric Company, providing for the joint use of poles in the Boroughs of Hamburg and Centreport, and in the Townships of Windsor, Perry, Ontelaunee, Centre and Tilden, all in the County of Berks.</p>	}	<p><b>CERTIFICATE OF PUBLIC CONVENIENCE.</b></p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 13th day of May, 1915, for the approval of a lease between said Company and the Hamburg Gas and Electric Company, providing for a joint use of poles, located in the Boroughs of Hamburg and Centreport, and in the Townships of Windsor, Perry, Ontelaunee, Centre and Tilden, all in the County of Berks, under the terms and conditions as set forth in the agreement between said Companies, dated the 20th day of April, 1915.

The Commission now, after investigation and hearing, finds and determines that the approval of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3d day of June, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement, the Commission does not express any opinion or judgment as to the rights of the Telephone Company or the Gas and Electric Company, to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

### APPLICATION DOCKET NO. 155—1915.

<p>In the matter of the application of the American Telegraph and Telephone Company of Pennsylvania, and The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III. and Sections 18 and 19, Article V of The Public Service Company Law, for the approval of the sale by the former Company to the latter, of seventeen (17) poles, located in the City of Easton, Northampton County.</p>	}	<p><b>CERTIFICATE</b> OF <b>PUBLIC CONVENIENCE</b></p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the American Telegraph and Telephone Company of Pennsylvania and The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 3d day of May, 1915, for the approval of the sale by the former Company to the latter, of seventeen (17) poles, located in the City of Easton, Northampton County, as more fully described in the agreement entered into by and between the said Companies, dated the 26th day of February, 1915.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3d day of June, 1915, approves said sale and directs that this Certificate be attached to said agreement, a copy of which remains on file in this office.

### APPLICATION DOCKET NO. 156—1915.

<p>In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III. and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said Company and the Perry Electric Light, Heat and Power Company, providing for the joint use of poles in the Borough of Newport, Perry County.</p>	}	<p><b>CERTIFICATE</b> OF <b>PUBLIC CONVENIENCE.</b></p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Bell Telephone Company of Pennsylvania, by petition in writing, date the 13th day of May, 1915, for the approval of an agreement between said Company and the Perry Electric Light, Heat and Power Company, providing



for the joint use of poles in the Borough of Newport, County of Perry, under the terms and conditions as set forth in the agreement between said Companies, dated the 1st day of April, 1915, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement, the Commission does not express any opinion or judgment as to the rights of the Telephone Company or the Electric Company to erect poles and run lines in the territory in question, nor does it thereby give its approval to the erection of such poles or the running of such lines, if such approval is required under the statutes of this State.

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### APPLICATION DOCKET NO. 163—1915.

In the matter of the application of the incorporators of the Red Star Bus Line, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Red Star Bus Line, by petition in writing, dated the 3d day of June, 1915, for the approval of the incorporation of the Red Star Bus Line, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

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### APPLICATION DOCKET NO. 164—1915.

In the matter of the application of the incorporators of the Snow Shoe Light, Heat and Power Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of the said proposed public service company.	} CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the incorporators of the Snow Shoe Light, Heat and Power Company, by petition in writing, dated the 22nd day of May, 1915, for the approval of the incorporation of the Snow Shoe Light, Heat and Power Company, the character, object and purpose of which is fully and at large set out in the Certificate of Incorporation hereto attached.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.



## APPLICATION DOCKET NO. 165—1915.

In the matter of the application of the Linfield Electric Light Company and the Philadelphia Suburban Gas and Electric Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a sale of the property and franchises of the former Company to the latter Company.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Linfield Electric Light Company and the Philadelphia Suburban Gas and Electric Company, by petition in writing, dated the 8th day of June, 1915, for the approval of the sale of the property and franchises of the said Linfield Electric Light Company to the said Philadelphia Suburban Gas and Electric Company, as more fully described in the agreement entered into between the said Companies, dated the 4th day of June, 1915.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves said sale and directs that this Certificate be attached to said agreement, a copy of which remains on file in this office.

## APPLICATION DOCKET NO. 166—1915.

In the matter of the application of the Harrisburg Bridge Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease with The Bell Telephone Company of Pennsylvania, providing for the attachment of certain telephone equipment, etc., upon the bridge of the said Bridge Company, across the Susquehanna River.

CERTIFICATE  
OF  
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Harrisburg Bridge Company, by petition in writing, dated the 4th day of June, 1915, for the approval of an agreement between said Company and The Bell Telephone Company of Pennsylvania, providing for the attachment and maintenance of certain equipment of said Telephone Company to the bridge of the said Harrisburg Bridge Company, crossing the Susquehanna River and the placing and maintenance of certain equipment in the approaches to said bridge and in an island, situate between certain spans of said bridge, under the terms and conditions as set forth in the agreement between said Companies, dated the 28th day of May, 1915, a copy of which agreement is filed with the petition.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 16th day of June, 1915, approves of the terms and conditions specified in said agreement hereto attached. By the approval of the terms and conditions in said agreement the Commission does not express any opinion or judgment as to the rights of the Telephone Company to run lines in the territory in question, nor does it thereby give its approval to the running of such lines, if such approval is required under the statutes of this State.



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RECAPITULATION OF ABOLITION OF GRADE  
CROSSINGS

During the Year Ending, June 30, 1915.

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STATEMENT OF APPROVALS OF THE ABOLITION OF GRADE CROSSING AND THE CONSTRUCTION OF OVERHEAD AND UNDERGRADE CROSSINGS BETWEEN JULY 1, 1914, AND JUNE 30, 1915.

	No. of Crossings
Overhead crossing of the tracks of the Philadelphia & Reading Railway Company at Glenwood Avenue in the City of Philadelphia.—Approved July 9, 1914.—Application Docket No. 121-1914, .....	1
Overhead crossing of the tracks of the Philadelphia & Baltimore Central Railroad Company at Warrington Street in the City of Philadelphia.—Approved July 9, 1914.—Application Docket No. 120-1914, .....	1
Overhead crossing of the tracks of the Baltimore & Ohio Railroad Company at Reed Street in the City of Philadelphia.—Approved July 9, 1914.—Application Docket No. 119-1914, .....	1
Undergrade crossing of the tracks of the Philadelphia, Baltimore & Washington Railroad Company at Seventy-first Street in the City of Philadelphia.—Approved July 9, 1914.—Application Docket No. 118-1914, ..	1
Undergrade crossing of the tracks of the Easton & Northern Railroad Company and of the Easton Transit Company by the Freemansburg Road in Palmer Township, Northampton County.—Approved August 4, 1914.—Application Docket No. 171-1914, .....	2
Overhead crossing of the tracks of the Pennsylvania Railroad Company by a public highway near shadyside in the City of Pittsburgh. Approved August 5, 1914.—Municipal Contract Docket No. 208-1914, ..	1
Overhead crossing of the tracks of the Northwestern Pennsylvania Railroad Company by the tracks of the Nypano Railroad Company in Cambridge Township, Crawford County.—Approved August 19, 1914.—Application Docket No. 179-1914, .....	1
Overhead crossing of the tracks of the Pennsylvania Railroad Company by a public highway in the Borough of Uniontown.—Approved September 2, 1914.—Application Docket No. 204-1914, .....	1
Overhead crossing of the tracks of the Pennsylvania Railroad Company at Dauphin Street in the City of Philadelphia.—Approved September 16, 1914.—Application Docket No. 248-1914, .....	1
Overhead crossing of the tracks of the Philadelphia & Reading Railway Company at Nixon Street in the City of Philadelphia.—Approved September 18, 1914.—Application Docket No. 141-1914, .....	1
Overhead crossing of the tracks of the Cornwall & Lebanon Railroad Company by the tracks of the Elizabethtown & Deodate Street Railway Company in Mount Joy Township, Lancaster County.—Approved October 7, 1914.—Application Docket No. 122-1914, .....	1

Opening of Tulip and Emerald Streets in the City of Philadelphia and crossing of the tracks of the Philadelphia & Reading Railway Company below grade.—Approved October 8, 1914.—Municipal Contract Docket No. 303-1914, .....	2
Abandonment of the crossing of the tracks of the Philadelphia & Reading Railway Company by a public highway in the Village of Lester, Delaware County.—Approved October 8, 1914.—Application Docket No. 180-1914, .....	1
Undergrade crossing at Corliss Street in the City of Pittsburgh of the tracks of the Ohio Connecting Railway Company.—Approved October 21, 1914.—Municipal Contract Docket No. 287-1914, .....	1
Overhead crossing of the tracks of the Pennsylvania Railroad Company at Twelfth Street in the Borough of New Kensington.—Approved October 21, 1914.—Municipal Contract Docket No. 291-1914, .....	1
Abolition of a crossing at grade, of the tracks of the Delaware, Lackawanna & Western Railroad Company at Court Street in the city of Scranton and the substitution therefor of an undergrade crossing.—Approved November 6, 1914.—Application Docket No. 274-1914, .....	1
Abolition of a crossing at grade of the tracks of the Delaware, Lackawanna & Western Railroad Company at McHale Court in the City of Scranton and the substitution therefor of an undergrade crossing.—Approved November 6, 1914.—Application Docket No. 273-1914, .....	1
Abolition of a crossing at grade of the tracks of the Delaware, Lackawanna & Western Railroad Company at Myrtle Street in the City of Scranton and the substitution therefor of an undergrade crossing.—Approved November 6, 1914.—Application Docket No. 274-1914, .....	1
Abolition of a crossing at grade of the tracks of the Delaware, Lackawanna & Western Railroad Company at Theodore Street in the City of Scranton and the substitution therefor of an undergrade crossing.—Approved November 6, 1914.—Application Docket No. 272-1914, .....	1
Abolition of a crossing at grade of the tracks of the Delaware, Lackawanna & Western Railroad Company at Sibley Road, in the Borough of Old Forge.—Approved November 17, 1914.—Application Docket No. 296-1914, .....	1
Overhead crossing of the tracks of the Schuylkill Traction Company and the Eastern Pennsylvania Railways Company by the public highway leading from Mahanoy Plane to Gilberton, in Schuylkill County.—Approved November 18, 1914.—Application Docket No. 312-1914, .....	2
Undergrade crossing of the tracks of the Pennsylvania Railroad Company, Baltimore & Ohio Railroad Company and Philadelphia Belt Line Railroad Company of Broad Street in the City of Philadelphia.—Approved December 4, 1914.—Application Docket No. 333-1914, .....	3

	No. of Crossings.
Abolition of crossing at grade at Speer Street, in the Borough of Speers, by the re-location of said Street.—Approved December 4, 1914.—Municipal Contract Docket No. 376-1914, .....	1
Overhead crossing of the tracks of the Pennsylvania Railroad Company of Armingo Avenue, Belgrade, Thompson and Richmond Streets in the City of Philadelphia.—Approved January 22, 1915.—Municipal Contract Docket No. 410-1914, .....	4
Overhead crossing of a public highway of the tracks of the Pittsburgh Junction Railroad Company in the City of Pittsburgh.—Approved April 7, 1915.—Municipal Contract Docket No. 53-1915, .....	1
Elimination of four grade crossings near the City of Corry by the Pennsylvania Railroad Company and Erie Railroad Company.—Approved April 9, 1915.—Municipal Contract Docket No. 343-1914, .....	4
Abolition of a crossing at grade of the tracks of the Delaware, Lackawanna Western Railroad Company of a public highway in Benton Township, Lackawanna County, and the substitution therefor of an undergrade crossing.—Approved April 9, 1915.—Application Docket No. 73-1915, ..	1
Abolition of a crossing at grade of the tracks of the Delaware, Lackawanna & Western Railroad Company of a public highway leading from the Borough of Hopbott on to the Village of Lenox, in Susquehanna County and the substitution therefor of a crossing above grade.—Approved April 9, 1915.—Application Docket No. 79-1915, .....	1
Overhead crossing of the tracks of the North Pennsylvania Railroad Company of Fifth Street in the City of Philadelphia.—Approved April 21, 1915.—Application Docket No. 98-1915, .....	1
Overhead crossing of the tracks of the Philadelphia & Baltimore Central Railroad Company of Fifty-eighth Street in the City of Philadelphia.—Approved April 21, 1915.—Application Docket No. 99-1915, .....	1
Overhead crossing of the tracks of the Philadelphia & Reading Railway Company of a new street to replace Cambria and A Streets in the City of Philadelphia.—Approved April 21, 1915.—Application Docket No. 104-1915, .....	1
Undergrade crossing of the tracks of the Philadelphia & Newtown Connecting Railroad Company of Third Street in the City of Philadelphia.—Approved April 21, 1915.—Application Docket No. 103-1915, .....	1
Undergrade crossing of the tracks of the Pennsylvania Railroad Company of Fisher Avenue in the City of Philadelphia.—Approved April 21, 1915.—Application Docket No. 101-1915, .....	1
Overhead crossing of the tracks of the Pennsylvania Railroad Company of Diamond Street in the City of Philadelphia.—Approved April 21, 1915.—Application Docket No. 100-1915, .....	1
Overhead crossing of Diamond Street in the City of Philadelphia of the tracks of the Pennsylvania Railroad Company.—Approved April 21, 1915.—Application Docket No. 100-1915, .....	1

	No. of Crossings
Overhead crossing of the tracks of the Pennsylvania Railroad Company of a public highway in Franklin Township, Westmoreland County.— Approved June 2, 1915.—Application Docket No. 149-1915, .....	1
Undergrade crossing of the tracks of the Pennsylvania Railroad Company of a public highway in the Borough of Edgewood.—Approved June 16, 1915.—Municipal Contract Docket No. 124-1915, .....	1
Total crossings, .....	48

RECAPITULATION.

Existing grade crossings abolished; July 1, 1914, to June 30, 1915, .....	13
New under grade crossings approved, July 1, 1914, to June 30, 1915, ....	12
New overhead crossings approved July 1, 1914, to June 30, 1915, .....	23
Total, .....	48



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FACILITY CROSSINGS

July 1, 1914 to June 30, 1915.

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## FACILITY CROSSINGS.

July 1, 1914, to June 30, 1915.

General Order No. 11 of the Commission adopted August 5, 1914, provides that—

"Any public service company subject to the provisions of The Public Service Company Law, approved July 26th, 1913, before constructing any structures or other facilities across the structures or other facilities of any other public service company, whether underground or above ground, or at the same or different levels, shall serve ten days' (or shorter notice, if specially allowed by the Commission, upon sufficient cause being shown,) written notice upon the public service company or companies whose structures it is so desired to cross, which notice shall specify the nature and character, way and manner, of such contemplated crossing, and the exact location thereof, and shall file with the Commission a true copy of the notice so served, with proof of service thereof; Provided, however, That if an agreement which shall specify the nature and character, way and manner, of the construction of the proposed crossing be in force between the public service company proposing to cross and the public service company whose structures or facilities it is proposed to cross, it shall be sufficient if the above notice, served and filed, with proof of such service, with the Commission, as aforesaid, shall state the exact location of such crossing, and that the same will be constructed in accordance with said agreement and specifications referred to therein, a true copy of the said agreement and specifications being also filed with the Commission together with said notice.

"The public service company or companies desiring to construct such crossing may, after the termination of the period of said notice, proceed therewith, in accordance with the specifications as stated or referred to in said notice, as above provided, unless, within the period of said notice, served as aforesaid, the public service company or companies affected by such crossing shall serve upon the company or companies proposing to make such crossing, and file with the Commission a protest against the construction of the same, or unless, without such protest, the Commission, within the period of said notice, filed with it as aforesaid, shall of its own motion, direct that the crossing shall not be proceeded with.

"Such protest shall set forth the reasons which, in the judgment of the protestant show that the Commission should not approve such crossing, and proof of service thereof, as aforesaid, shall be filed with the Commission within three days of the filing of the protest with the Commission.

"The Commission, upon consideration of such notice or protest, or both, may fix a time and place for hearing, after due notice, and determine whether or not such crossing shall be approved. This regulation shall apply to all such crossings between the structures or facilities of any public service company and the structures or facilities of any other public service company, other than crossings between railroads and street railways, and shall be subject to the specific regulations that may hereafter be adopted by the Commission.

"This order supersedes General Order No. 2 upon the same subject."

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Under the provisions of this order there were filed with the Commission during the year ending June 30, 1915, notices of intention to cross, or agreements covering the crossing of, the facilities of one public service company by the facilities of another public service company, as follows, and unless otherwise stated, became effective within the time specified in the above order. The company desiring to cross with its facilities, the company whose facilities are to be crossed and the location of the crossing are given in the order named.

**Allentown—Bethlehem Gas Company—**

**Allentown Terminal Railroad Company:**

Allentown—At Bridge No. 8½.

Allentown—Third Street.

**East Pennsylvania Railroad Company:**

South Allentown—Broadhead Avenue.

South Allentown—East Penn Junction.

**Lehigh and New England Railroad Company:**

Catasauqua—Front Street.

Catasauqua—Pine Street.

**Alpha Light Company—**

**Central District Telephone Company:**

Moon Township, Allegheny County, Aiken, H. L., property of

Moon Township, Butler Street, Allegheny County.

Moon Township, Allegheny County, Arnsberg Estate.

Moon Township, Allegheny County, Lashell, Jacob, property of.

**Inter-Borough Electric Company:**

Moon Township, Allegheny County, Lashell, Jacob, property of.

**Montour Railroad Company:**

Moon Township, Allegheny County, Blatsky, John, property of.

**West Penn Lighting Company:**

Moon Township, Allegheny County, Lashell, Jacob, property of.

**Ambridge Light Company—**

**Inter-Borough Electric Company:**

Ambridge—Beaver Street.

**West Penn Lighting Company:**

Ambridge—Beaver Street.

**Western Union Telegraph Company:**

Ambridge—P. F. W. & C. R. W. Company, property of.

**American Natural Gas Company—**

**Buffalo, Rochester & Pittsburgh Railway Company:**

Indiana Branch.

**Bell Telephone Company of Pennsylvania, The—**

**Central Railroad Company of New Jersey:**

Ashley—Main Street.

Ashley—Main Street.

Nanticoke—125 feet northeast from freight station.

White Haven—Merwick Street.

**Delaware Division Canal Company of Pennsylvania:**

Falls Township, near Wheatsbeaf, Bucks County.

Yardley—College Avenue.



Lehigh and New England Railroad Company:

Martins Creek, Northampton County.

Uhlers Cross Roads, Forks Township, Northampton County

Pennsylvania Railroad Company:

Greenfield Station, Lancaster County.

New Garden Station, Chester County.

Ben Salem Light & Power Company—

Bell Telephone Company of Pennsylvania, The:

Between Philadelphia and Bristol.

Bloomsburg Water Company, The—

Delaware, Lackawanna & Western Railroad Company:

Bloomsburg—Locust Street.

Blooming Brove Bell Telephone Company—

Rose Valley Telephone Company:

Gamble Township, near Chestnut Grove School House Road, Lycoming County.

Blue Mountain Telephone & Telegraph Company—

Lehigh and New England Railroad Company:

Pen Argyl Station, Plainfield Township, Northampton County.

Plainfield Township, Wind Gap.

Patrons Rural Telephone Company:

Near Bangor, Washington Township.

Pensylvania Utilities Company:

Bangor.

Bangor—Sixth Street.

Bangor—Seventh Street.

Bangor—Division Street.

Bangor—Fairview and Columbia Avenues.

Bangor—Broadway and Fifth Streets.

Bangor—Junes Avenue and West High Streets.

Bangor—Eighth Street.

Bangor—Church and North Streets.

Bangor—Church Street.

Bangor—North Seventh Street.

State Belt Telephone and Telegraph Company:

Bangor—Church Street.

Bangor—Church Street and North Street.

Bangor—Church Street between Seventh and Eighth Streets.

Bangor—Pennsylvania Avenue.

Bangor—Division Street.

Flickville—Fifth Street.

State Belt Electric Street Railway Company:

Bangor—Pennsylvania Avenue and Division Street.

Blue Ridge Telephone Company—

Pohoqualine Telephone Company:

At Ross Hotel, Ross Township, Monroe County.

**Borough of Jennerstown—**

Atlantic Telephone & Telegraph Company.  
Jennerstown.

Somerset Telephone Company:  
Jennerstown.

Western Union Telephone Company:  
Jennerstown.

**Brockway Telephone Company—**

Buffalo, Rochester & Pittsburgh Railway Company:  
Brockwayville.

Buffalo, Rochester & Pittsburgh Railway Company -  
Clearfield Water Company:  
Clearfield.

**Butler Water Company—**

Butler Light, Heat and Motor Company:  
Butler, Cliff Street.  
Butler, Cunningham Street.  
Butler, Diamond Street.

Central District Telephone Company:  
Butler, Cliff Street.  
Butler, Cunningham Street.  
Butler, Diamond Street.

Independent Natural Gas Company:  
Butler, Cunningham Street.  
Butler, Diamond Street.

Natural Transit Company:  
Butler, Diamond Street.

Peoples Telephone Company of Butler:  
Butler, Cliff Street.  
Butler, Cunningham Street.  
Butler, Diamond Street.

Phillips Gas & Oil Company, T. W.  
Butler, Cliff Street.  
Butler, Cunningham Street.  
Butler, Main & Cliff Streets.

Western Union Telephone Company:  
Butler, Diamond Street.

**Carpenter, H. D.—**

Central District Telephone Company:  
Conneaut Lake, Crawford County.  
Meadville Telephone Company:  
Meadville, front of Carmon Cottage.

**Central District Telephone Company—**

Buffalo, Rochester & Pittsburgh Railway Company:  
Creekville, Indiana County.

Eastern Crawford Telephone Company:

Between Fountain House and Millers Cheese Factory, Woodcock Township,  
Crawford County.

## Chester Valley Electric Company—

Bell Telephone Company of Pennsylvania, The:  
Coatesville, Twelfth Avenue.

## United Telephone &amp; Telegraph Company:

Coatesville, Twelfth Avenue.

## West Chester Street Railway Company:

Coatesville, Twelfth Avenue.

## City of New Castle Water Company—

Central District Telephone Company, Mahoningtown, Second Street.

New Castle, 934 Adams Street.

New Castle, 704 Arlington Avenue.

New Castle, 706 Arlington Avenue

New Castle, 101 Atlantic Avenue.

New Castle, 938 Beckford Street.

New Castle, 942 Beckford Street.

New Castle, 430 Boyles Avenue.

New Castle, 141 Center Alley.

New Castle, 141 Center Alley.

New Castle, 143 Center Alley.

New Castle, 143 Center Alley.

New Castle, Near Mile Post No. 253.

New Castle, 424 Court Street.

New Castle, 731 Oak Street.

New Castle, 424 Croton Avenue.

New Castle, 1408 Delaware Avenue

New Castle, 1410 Delaware Avenue

New Castle, 916 Rose Street.

New Castle, 911 Morton Street.

New Castle, 209 Dickson Street.

New Castle, 18 Elmwood Street.

New Castle, 905 Loraine Avenue.

New Castle, 429 Friendship Street.

New Castle, 1109 Cunningham Avenue.

New Castle, 504 Friendship Street.

New Castle, 308 Hazelcroft Avenue

New Castle, 310 Hazelcroft Avenue.

New Castle, 312 Hazelcroft Avenue.

New Castle, 229 Hazelcroft Avenue.

New Castle, 227 Hazelcroft Avenue.

New Castle, 207 Hazelcroft Avenue.

New Castle, 206 Hazelcroft Avenue.

New Castle, 205 Hazelcroft Avenue.

New Castle, 911 Jefferson Street.

New Castle, 913 Jefferson Avenue.

New Castle, 915 Jefferson Avenue.

New Castle, 917 Jefferson Avenue.

New Castle, 230 Leasure Street.

New Castle, 120 E. Falls Street.

New Castle, 422 Park Street.

New Castle, 1705 S. Jefferson Street.

New Castle, 204 S. Liberty Street.

New Castle, 424 Laurel Blvd.

New Castle, 116 Lawrence Street.  
New Castle, 1406 Wilson Street.  
New Castle, 210 Green Street.  
New Castle, 708 E. Reynolds Street.  
New Castle, Loves Lane.  
New Castle, 133 Winter Avenue.  
New Castle, 134 Winter Avenue.  
New Castle, 135 Winter Avenue.  
New Castle, 136 Winter Avenue.  
New Castle, 137 Winter Avenue.  
New Castle, 130 Winter Avenue.  
New Castle, 132 Winter Avenue.  
New Castle, 309 Hazelcroft Avenue.  
New Castle, 313 Hazelcroft Avenue.  
New Castle, 323 Hazelcroft Avenue.  
New Castle, 103 Phillips Place.  
New Castle, 105 Phillips Place.  
New Castle, 109 Phillips Place.  
New Castle, 111 Phillips Place.  
New Castle, 113 Phillips Place.  
New Castle, 406 W. Madison Avenue.  
New Castle, 521 W. Madison Avenue.  
New Castle, 1324 Pennsylvania Avenue.  
New Castle, 109 W. Madison Avenue.  
New Castle, 111 W. Madison Avenue.  
New Castle, 408 W. Madison Avenue.  
New Castle, 601 W. Madison Avenue.  
New Castle, 603 W. Madison Avenue.  
New Castle, 1607 Huron Avenue.  
New Castle, Pearson Street.  
New Castle, 402 Moody Avenue.  
New Castle, 108 W. Madison Avenue.  
New Castle, 310 W. Madison Avenue.  
New Castle, 835 Almira Avenue.  
New Castle, 839 Almira Avenue.  
New Castle, 203 Hazelcroft Avenue.  
New Castle, 408 W. Madison Avenue.  
New Castle, 514 W. Madison Avenue.  
New Castle, 612 W. Madison Avenue.  
New Castle, 114 Phillips Place.  
New Castle, 406 W. Madison Avenue.  
New Castle, 506 W. Madison Avenue.  
New Castle, 306 Meyer Avenue.  
New Castle, 304 Meyer Avenue.  
New Castle, 32 North Mill Street.  
New Castle, 608 W. Madison Avenue.  
New Castle, 715 Monroe Street.  
New Castle, 344 Moody Avenue.  
New Castle, 404 Moody Avenue.  
New Castle, 409 Moody Avenue.  
New Castle, 411 Moody Avenue.  
New Castle, 417 Moody Avenue.  
New Castle, 419 Moody Avenue.  
New Castle, 421 Moody Avenue.



New Castle, 423 Moody Avenue.  
New Castle, 425 Moody Avenue.  
New Castle, 427 Moody Avenue  
New Castle, 429 Moody Avenue  
New Castle, 431 Moody Avenue.  
New Castle, 616 W. Madison Avenue  
New Castle, 501 Laurel Blvd.  
New Castle, 410 Moody Avenue.  
New Castle, 412 Moody Avenue  
New Castle, 414 Moody Avenue.  
New Castle, 408 Moody Avenue.  
New Castle, 406 Moody Avenue.  
New Castle, 338 Moody Avenue.  
New Castle, 336 Moody Avenue  
New Castle, 330 Moody Avenue  
New Castle, 420 Moody Avenue.  
New Castle, 340 Moody Avenue.  
New Castle, 342 Moody Avenue.  
New Castle, 416 Laurel Blvd.  
New Castle, 415 Park Avenue.  
New Castle, 129 Winter Avenue.  
New Castle, 131 Winter Avenue.  
New Castle, 417 Moody Avenue.  
New Castle, 419 Moody Avenue.  
New Castle, 824 W. Morton Street.  
New Castle, 931 Morton Street.  
New Castle, 305 Hazlercrafft Avenue.  
New Castle, 335 Moody Avenue.  
New Castle, 324 Hazlercrafft Avenue.  
New Castle, 213 Hazlercrafft Avenue.  
New Castle, 1321½ Pennsylvania Avenue.  
New Castle, 1314 Pennsylvania Avenue and Sharp Street  
New Castle, Porter Street.  
New Castle, Pulaski Road.  
New Castle, 121 Scott Street.  
New Castle, Sharp Street.  
New Castle, 8 Smithfield Street.  
New Castle, 11 Smithfield Street.  
New Castle, 15 Smithfield Street.  
New Castle, 17 Smithfield Street.  
New Castle, 18 Smithfield Street.  
New Castle, 119 Smithfield Street  
New Castle, 203 Smithfield Street  
New Castle, 205 Smithfield Street.  
New Castle, 207 Smithfield Street  
New Castle, 209 Smithfield Street.  
New Castle, 211 Smithfield Street.  
New Castle, 213 Smithfield Street.  
New Castle, 215 Smithfield Street.  
New Castle, 217 Smithfield Street  
New Castle, 219 Smithfield Street.  
New Castle, 22 Smithfield Street.  
New Castle, Spruce Street.  
New Castle, Warren Avenue.  
New Castle, Center Alley.

New Castle, 1416 Thorp Street.  
New Castle, 322 Vance Street.  
New Castle, 1416 W. Washington Street.  
New Castle, 1505 E. Washington Street.  
New Castle, 1028 S. Mill Street.  
New Castle, 1614½ E. Washington Street.  
New Castle, 1614 E. Washington Street.  
New Castle, 1512 E. Washington Street.  
New Castle, 1706 E. Washington Street.  
New Castle, 1708 E. Washington Street.  
New Castle, 1710 E. Washington Street.  
New Castle, 1726 E. Washington Street.  
New Castle, 1727 E. Washington Street.  
New Castle, 1729 E. Washington Street.  
New Castle, 1731 E. Washington Street.  
New Castle, 1402 E. Washington Street.  
New Castle, 1719 E. Washington Street.  
New Castle, 1409 E. Washington Street.  
New Castle, 1415 E. Washington Street.  
New Castle, 1801 E. Washington Street.  
New Castle, 1803 E. Washington Street.  
New Castle, 1205 E. Washington Street.  
New Castle, 1601 E. Washington Street.  
New Castle, 1603 E. Washington Street.  
New Castle, 1605 E. Washington Street.  
New Castle, 1607 E. Washington Street.  
New Castle, 1609 E. Washington Street.  
New Castle, 1611 E. Washington Street.  
New Castle, 1006 E. Washington Street.  
New Castle, 904 E. Washington Street.  
New Castle, 1018 E. Washington Street.  
New Castle, 1331 E. Washington Street.  
New Castle, 1509 E. Washington Street.  
New Castle, 1511 E. Washington Street.  
New Castle, 1713 E. Washington Street.  
New Castle, 1715 E. Washington Street.  
New Castle, 1718 E. Washington Street.  
New Castle, 1720 E. Washington Street.  
New Castle, 1716 E. Washington Street.  
New Castle, 1714 E. Washington Street.  
New Castle, 1712 E. Washington Street.  
New Castle, 1711 E. Washington Street.  
New Castle, 1709 E. Washington Street.  
New Castle, 1505 E. Washington Street.  
New Castle, 1503 E. Washington Street.  
New Castle, 1501 E. Washington Street.  
New Castle, 1419 E. Washington Street.  
New Castle, 1407 E. Washington Street.  
New Castle, 1411 E. Washington Street.  
New Castle, 1733 E. Washington Street.  
New Castle, 1610 E. Washington Street.  
New Castle, 1608 E. Washington Street.  
New Castle, 1515 E. Washington Street.  
New Castle, 1513 E. Washington Street

New Castle, 1508 E. Washington Street.  
New Castle, 1820 E. Washington Street.  
New Castle, 1818 E. Washington Street.  
New Castle, 1808 E. Washington Street.  
New Castle, 1807 E. Washington Street.  
New Castle, 1806 E. Washington Street.  
New Castle, 1618 E. Washington Street.  
New Castle, 1617 E. Washington Street.  
New Castle, 1621 E. Washington Street.  
New Castle, 1703 E. Washington Street.  
New Castle, 1705 E. Washington Street.  
New Castle, 1723 E. Washington Street.  
New Castle, 1725 E. Washington Street.  
New Castle, 1728 E. Washington Street.  
New Castle, 1732 E. Washington Street.  
New Castle, 215 E. Long Avenue.  
New Castle, 217 E. Long Avenue.  
New Castle, 926 E. Washington Street.  
New Castle, 415 Park Avenue.  
New Castle, 416 Laurel Blvd.  
New Castle, 129 Winter Avenue.  
New Castle, 131 Winter Avenue.  
New Castle, 140 Winter Avenue.  
New Castle, 911 Winslow Street.  
New Castle, 937 Winslow Street.  
New Castle, 1616 E. Washington Street.  
New Castle, 935 Winslow Street.  
New Castle, Winslow Street & Thorp Street.

**Manufacturers Light & Heat Company**

Same locations as listed under the Central District Telephone Company.

**New Castle Electric Company:**

Same locations as listed under the Central District Telephone Company.

**Union Telephone Company of Erie:**

Same locations as listed under the Central District Telephone Company.

**Colemanville Water & Power Company—**

Edison Electric Company, Conestoga Transmission Company and Conestoga Traction Company;

Lancaster County, between towers No. 64 and 65, Martic Township.

**Columbia & Montour Electric Company—**

Delaware, Lackawanna and Western Railroad Company:

Danville, Railroad Street.

Danville, Northumberland Street.

**Columbia Telephone Company—**

Reading & Columbia Railroad Company:

Cordelia Station, Lancaster County, 100 feet south of

Cordelia Station, Lancaster County, 3300 feet north of.

**Commonwealth Telephone Company—**

Lehigh Valley Railroad Company:

Fern Brook, Dallas Township.

Fern Brook, Dallas Township.

Luzerne County Gas & Electric Company:  
Fern Brook.

Merchants Telephone Company:  
Clarks Summit.  
Montrose.  
Vosburg Station.

Susquehanna County Electric & Power Company:  
Montrose, Wilson Street.

Wilkes-Barre Railway Company.  
Fern Brook.

Consolidated Telephone Company—

Allentown Steam Heat & Power Company:  
Allentown, Hall Street.

Allentown-Bethlehem Gas Company:  
Allentown, Maple Street.

Allentown Electric Light Power Company:  
Allentown, Linden Street.

Bell Telephone Company of Pennsylvania, The.  
Allentown, Linden Street.

Central Railroad Company of New Jersey:  
Mauch Chunk, Station Grounds.

City of Allentown Water Department:  
Allentown, Linden Street.

Consumers Electric Company of Exeter Borough—

Bell Telephone Company of Pennsylvania, The:  
Exeter.

Citizens Electric Illuminating Company:  
Exeter.

Delaware, Lackawanna & Western Railroad Company:  
Exeter.

Lehigh Valley Railroad Company:  
Exeter.

Pennsylvania Coal Company:  
Exeter.

Wilkes-Barre Railway Company:  
Exeter.

Corry City Electric Company—

Pennsylvania Railroad Company:  
Corry, Elk Street.

Bell Telephone Company of Pennsylvania, The:  
Corry, Washington and Wayne Streets.

Counties Gas & Electric Company—

Phoenixville, Valley Forge and Strafford Electric Railway Company.  
Valley Forge.



**Crawford Telephone Company—**

Eastern Crawford Telephone Company:  
Townsville.

**Cumberland Valley Telephone Company—**

Pennsylvania Railroad Company:

Harrisburg, Dewberry Street, north of Cherry Street.

Cumberland Valley Railroad Company:

Harrisburg, Dewberry Street, north of Cherry Street.

Pennsylvania Railroad Company:

Harrisburg, East of Harrisburg Passenger Station.

**Cussewago Telephone Company—**

Eastern Crawford Telephone Company:

Crawford County, Blystones Farm.

Crawford County, Cussewago Township.

**Delta Electric Power Company—**

Bell Telephone Company of Pennsylvania, The:

State Hill, Asbeal Coopers, Junction of roads at.

**Dillsburg Light, Heat and Power Company—**

Cumberland Valley Railroad Company:

Harrisburg, 3720 feet west of Mile Post No. 12 west from Harrisburg

**Duquesne Light Company—**

Saint Clair Terminal Railroad Company:

Jefferson Township, State Street, Allegheny County.

**East Pennsylvania Gas & Navigation Company—**

Delaware Division Canal Company of Pennsylvania:

Bristol, Mill Street.

Lehigh Coal and Navigation Company:

Bristol, Mill Street.

**Eastern Pennsylvania Railroad Company—**

Lehigh and New England Railroad Company:

Summit Hill, Carbon County.

**Eastern Pennsylvania Light, Heat and Power Company—**

Philadelphia & Reading Railway Company:

Minersville, at passenger station.

**Easton & Western Railroad Company—**

Atlantic Telephone & Telegraph Company:

Bethlehem Township, Freemansburg Road, Northampton County.

Dryland Rural Telephone Company:

Palmer Township, Wilson Road, Northampton County.

Pennsylvania Utilities Company:

Bethlehem Township, Station No. 156, Northampton County

Bethlehem Township, Freemanstown Road, Northampton County

**Quintable Gas Company—**

West Side Belt Railroad Company:

Pittsburgh, Twentieth Ward.

**Farmers Mutual Telephone Company of McKean Township—**

**Bell Telephone Company of Pennsylvania, The:**

Middleboro, one-fourth mile south of, McKean Township.

McKean, Sterrettania Road, leading toward Girard.

**Northwestern Pennsylvania Railroad Company:**

Middleboro, one-fourth mile south of, McKean Township.

**Hanover & McSherrystown Water Company—**

**Western Maryland Railroad Company:**

Hanover:

**Harmony Electric Company—**

**Pennsylvania Power Company:**

Elwood City, Franklin Avenue and Second Street.

Elwood City, Cedar Way and Second Street.

**Harmony Light Company—**

**Inter-Borough Electric Company:**

Harmony Township, Beaver County.

**Harrisburg Gas Company—**

**Harrisburg Railways Company:**

Harrisburg, Cameron Street, 10 feet south of Paxton Street

**Harwood Electric Company—**

**Central Railroad Company of New Jersey:**

Kline Township, 754 feet west of mile post No. 6.

**Hershey Electric Company—**

**Philadelphia & Reading Railway Company**

Hershey, 950 feet west of station.

Hershey, 920 feet east of station.

**Honey Brook Water Company—**

**Lehigh Valley Railroad Company:**

Banks Township, Carbon County.

**Tamaqua, Hazleton & Northern Railway Company:**

Banks Township, Carbon County.

**Hopewell Light Company—**

**Central District Telephone Company:**

Hopewell Township, Land of Riverview Land Company, Beaver Co.

**Pittsburgh & Allegheny Telephone Company:**

Hopewell Township, Land of Riverview Land Company, Beaver Co.

**Pittsburgh & Lake Erie Railroad Company:**

Hopewell Township, property of Jordan Heirs, Beaver County.

**Intercourse Electric Light, Heat and Power Company—**

**Conestoga Traction Company:**

Quintage Rotary.

**Pennsylvania Railroad Company:**

Bird-in-Hand Passenger Station, Lancaster County

Bridge No. 77.

Witmer.

Witmer Passenger Station.

**Lackawanna & Wyoming Valley Railroad Company—**

Delaware, Lackawanna and Western Railroad Company:  
Dunmore.

**Lehigh Navigation Electric Company—**

Bell Telephone Company of Pennsylvania, The:  
Weaversville.

Between Bangor and Stroudsburg, Mount Bethel Township, Northampton County.

Palmer Township, Northampton County.

Windgap.

**Bethlehem Electric Light Company:**

Bethlehem, Moravian Community, Inc.

**Blue Mountain Telephone Company:**

Wind Gap, Broadway Street.

**Central Railroad Company of New Jersey:**

Mahoning Township, 4296 ft. west of Leighton Station, Carbon County.

**Consolidated Telephone Company:**

Nesquehoning, Railroad Street.

**Delaware, Lackawanna and Western Railroad Company:**

Martins Creek, Northampton County.

Upper Nazareth Township, Bangor Division, Northampton County.

**Eastern Pennsylvania Railways Company:**

Nesquehoning, Railroad Street.

**Lehigh and New England Railroad Company:**

Bushkill Junction.

Lower Nazareth Township, property of Alpha Cement Company, Northampton County.

Catasauqua Branch, Mauch Chunk Road.

Martins Creek Station.

Wind Gap, Broadway Street.

**Northampton and Bath Railroad Company:**

Weaversville Station.

**Northampton Traction Company:**

Tamany Road, Palmer Township, Northampton County.

**Panther Valley Electric Company:**

Nesquehoning.

**Pennsylvania Utilities Company:**

Nazareth, on the highway leading to Bath.

Upper Nazareth Township, Northampton County, 391 feet west from Butter Road.

Wind Gap, south of, Northampton County.

**Slate Belt Telephone & Telegraph Company:**

Bushkill Township, Northampton County, 1,467 feet east from Wind Gap Road.

Northampton County, 2,152 feet west from D. L. & W. Co.'s mile post 104.

Upper Nazareth Township, Northampton County, 2,152 feet west from D. L. & W. Co.'s mile post 104.

Wind Gap Road, 212 feet south of, Bushkill Township, Northampton County.

Wind Gap, Broadway Street.

Wind Gap, Bushkill Township.

Tide Water Pipe Line Company:

Wind Gap.

United States Pipe Line Company:

Nazareth, 5010 feet east of.

Wind Gap, Broadway Street.

Western Union Telephone Company:

West Grove.

West Grove.

Lehigh Valley Light & Power Company—

Lehigh and New England Railroad Company:

Danielsville.

Lehigh Township, Hower Slate Company, Northampton County.

Lehigh Valley Railroad Company:

Central Railroad Company of New Jersey:

Lehighton, 4296 feet west of.

Lilly Electric Light, Heat and Power Company—

Central District Telephone Company:

Lilly.

Huntingdon and Clearfield Telephone Company:

Lilly.

Pennsylvania Railroad Company:

Washington Township, Mile Post 252 plus 4952 feet, Cambria County.

Summit Water Supply Company:

Lilly.

Luzerne County Gas and Electric Company—

Bell Telephone Company of Pennsylvania, The:

Dorrancton, 51 Division Street.

Dorrancton, Union Street.

Glen Lyon, Main Street.

Nanticoke, Fairchild Street.

Plymouth, Reynolds Street.

Central Railroad Company of New Jersey:

Nanticoke, 3900 feet southerly from Nanticoke Station.

Nanticoke, 6000 feet southerly from Nanticoke Station.

Nanticoke Township, 7400 feet westerly from Franklin Junction, Luzerne County.

Nanticoke Township, 4000 feet westerly from Franklin Junction.

Nanticoke Township, 221 feet southerly from Franklin Junction.

Nanticoke Township, 820 feet southerly from Franklin Junction.

Nanticoke Township, 1570 feet westerly from Mile Post No. 4.

Nanticoke Township, 1125 feet westerly from Mile Post No. 4.

Nanticoke Township, 780 feet southerly from point of switch leading to Hadleigh Breaker, Luzerne County.

Commonwealth Telephone Company:

Dallas, Main Road.

Consolidated Telephone Company:

Kingston, Chester Street.

Nanticoke, West Church Street.

Wyoming, South Market Street.



**Loyalsock Railroad Company:**

Luzerne, Bowmans Creek Branch, near Kelly Street

**Lehigh Valley Railroad Company:**

Kingston, Division Street.

**Peoples Street Railway Company:**

Glen Lyon, Main Street.

Nanticoke, Church Street.

Nanticoke, Market Street.

**Western Union Telegraph Company:**

Franklin Junction.

Wyoming, Sixth Street.

**Wilkes-Barre Street Railway Company:**

Clarks Cross Road, Luzerne County.

Glen Lyon, Division Street.

Kingston, Pierce and Warren Streets.

Korn Krest, Luzerne County.

Plum Town Road, Luzerne County.

Luzerne, Carey Avenue.

Luzerne, Grove Street.

Points in Hanover Township, as designated on map, Luzerne County

Points in Hanover Township, as designated on map, Luzerne County

Edwardsville, Hillside Avenue and Main Street.

Luzerne, Main and Union Streets.

**Manufacturers Light and Heat Company—**

Baltimore and Ohio Railroad Company:

Chewton.

Claysville.

**Beaver Valley Railroad Company:**

Vanport.

**Montour Railroad Company:**

Bethel Township, Liberty Road, Allegheny County.

Bethel Township, Crafton Road, Allegheny County.

Bethel Township, Mt. Lebanon Road, Allegheny County.

**Pennsylvania Company:**

Wampum, Clyde Street.

Pittsburgh, N. S. Mile Post No. 4 plus 2590 feet.

Ambridge, Eleventh Street.

Pittsburgh, Mile Post No. 47 plus 4500 feet.

**Pittsburgh, Canonsburg and Washington Railway Company:**

Bethel Township, Brookside Station, Allegheny County.

**Pittsburgh Railways Company:**

Bethel Township, Brookside Station, Allegheny County.

**Pittsburgh, Fort Wayne and Chicago Railway Company:**

Ambridge, Eleventh Street.

New Brighton.

**Pittsburgh and Lake Erie Railroad Company:**

Wampum.

**Washington and Canonsburg Railway Company:**

Bethel Township, Brookside Station, Allegheny County.

Mercer County Light, Heat and Power Company:

Central District Telephone Company:

Greenville.

Pennsylvania Railroad Company:

Greenville.

Union Telephone Company of Erie:

Greenville.

Merchants Telephone Company—

Commonwealth Telephone Company:

Brooklyn Township, between Brooklyn and Oakley, Susquehanna Township.

Monroe Township, Wyoming County.

Keyserville.

Warner.

Miller Brothers, Inc.—

Cornwall & Lebanon Railroad Company:

Lebanon, Willow Street.

Minsi Trail Bridge Company—

Lehigh Coal and Navigation Company and Central Railroad Company of New Jersey.

Bethlehem, 1475 feet from Lock No. 43.

Mount Bethel Telephone Company—

Lehigh and New England Railroad Company:

Northampton.

Mountain Gas Company—

Roulette Water Company:

Roulette, River Street and Allegheny Avenue.

National Transit Company—

Baltimore and Ohio Railroad Company:

St. Joe Station.

Pennsylvania Railroad Company:

Clarendon.

Foster Station.

Western Allegheny Railroad Company:

Queen Junction.

Northumberland County Gas and Electric Company—

Delaware, Lackawanna and Western Railroad Company:

Northumberland, Northway Street.

Middlecreek Valley Telephone Company:

Selinsgrove, Sassafras Street.

Palmerton Lighting Company—

Bell Telephone Company of Pennsylvania, The:

Manstown.

Consolidated Telephone Company:

Mauch Chunk Road, Carbon County.

Penn Gas Coal Company—

Central District Telephone Company:

Manor, Westmoreland County.

Points in Hempfield Township, Westmoreland County.

Pittsburgh, McKeesport and Greensburg Railroad Company:  
Points in Hempfield Township, Westmoreland County.

West Penn Electric Company:  
Points in Hempfield Township, Westmoreland County.

Penn Public Service Company—  
Buffalo, Rochester and Pittsburgh Railway Company:  
Indiana.

New York Central and Hudson River Railroad Company:  
Boardman Station.

New York Central Hudson River Railroad Company:  
Mitchells Station.

Pennsylvania Railroad Company—  
Interchange Electric Light, Heat and Power Company:  
Witmer Passenger Station, Philadelphia Division.

Pennsylvania Utilities Company—  
Lehigh Navigation Electric Company:  
Martins Creek Station.

Lehigh and New England Railroad Company:  
Martins Creek Station.  
Martins Creek Station, Easton & Bangor Road.  
Portland, Main Street.

Pennsylvania Water Company—  
Pennsylvania Railroad Company:  
Turtle Creek, 519 feet N. W. from M. P. 340.

Peoples Incandescent Light Company—  
Peoples Bell Telephone Company:  
Edenboro, Skiffs Corners.

Peoples Light Company—  
Commissioners of Luzerne County:  
Pittston, New Bridge.

Peoples Natural Gas Company—  
Ligonier Valley Railroad Company:  
Latrobe, South of.

New York Central Railroad Company:  
Clarion County, Likestone Township, George Ashbaugh Farm

Pennsylvania Railroad Company:  
Swissvale, Braddock Avenue.

Pittsburgh Railways Company:  
Braddock Township, Edgewood Acres Station, Allegheny County.

Perry County Telephone & Telegraph Company—  
Bell Telephone Company of Pennsylvania, The:  
Bloomfield, Between Carlisle Street and Barnett Road.  
Bloomfield, D. A. Kline' property and W. N. Seibert's property.

**Cumberland Valley Telephone Company:**

Bloomfield, Barnett Road.  
Bloomfield, Barnett sand mine.  
Duncannon, northwest of passenger station.  
Duncannon, iron county bridge.

**Perry County Telephone & Telegraph Company:**

Bloomfield, between Carlisle Street and Church Street.  
Bloomfield, near property of Mrs. R. W.

**Susquehanna River and Western Railroad Company:**

Bloomfield, Barnett Road.  
Bloomfield, Barnett sand mine.  
Bloomfield, property of C. A. Barnett.  
Duncannon, northwest of passenger station.  
Duncannon, iron county bridge.

**Philadelphia Suburban Gas and Electric Company—****Pennsylvania Railroad Company:**

Parkerford.  
Parfkerford Passenger Station.  
Phoenixville, Phoenixville Passenger Station.  
Phoenixville, 1425 feet S. E. from connection of Phoenixville Branch.  
Phoenixville, Nutts Avenue.  
Pickering Station, Charlestown.  
Port Providence Station, Montgomery County.  
Pottstown, 1577 feet southeast from Pottstown Passenger Station.  
Pottstown, Pottstown Passenger Station.  
Spring City, Broad Street Station.

**Philadelphia & Reading Railway Company:**

E. Pikeland Township, Kimberton Street, Chester County.  
E. Pikeland Township, Plainbrook Street, Chester County.  
Frazier Branch Crossing.

**Philadelphia and West Chester Traction Company:**

Dolchester Farm.

**United Telephone and Telegraph Company:**

Devault.

**Phillips, T. W. Gas and Oil Company—**

Buffalo, Rochester and Pittsburgh Railway Company:  
Punxsutawney, Walston Branch.

**Phoenix Water Power Company—**

Bell Telephone Company of Pennsylvania, The:  
Collegeville, Main Street.

**Counties Gas & Electric Company:**

Collegeville, Main Street.

**Keystone Telephone Company:**

Collegeville, Main Street.

**Reading Transit and Light Company:**

Collegeville, Main Street.

**Plain Grove Telephone Company—**

Pennsylvania Railroad Company:  
Carmona.



**Pure Oil Company—**

Philadelphia & Reading Railway Company:

Marcus Hook.

**Raystown Water Power Company—**

Penn Central Light and Power Company:

Mount Union.

Mount Union, Garber and Jefferson Street

Mount Union, Jefferson and Halley Streets.

**Reade Telephone Company, Ltd., The.—**

Pennsylvania Railroad Company:

Timber Station, 1000 feet above Fallen

**Sharpless Separator Company—**

Pennsylvania Railroad Company:

Fern Hill Passenger Station.

West Chester.

**Shippensburg Gas and Electric Company—**

American Telegraph and Telephone Company:

Shippensburg, Morris Street.

Cumberland Valley Railroad Company:

Shippensburg, Earl Street.

**Slate Belt Telephone & Telegraph Company—**

Lehigh and New England Railroad Company:

Heckton.

Hanoverville.

**Snively, Moses, H.—**

Lancaster, Petersburg and Manheim Street Railway Company:

Manheim Borough, south of.

**South Pittsburgh Water Company—**

Manufacturing Light and Heat Company:

Bridgeville.

Carnegie.

Hilard and Owen Streets, Baldwin Township.

Mount Oliver Station, Joseph Street.

Pittsburgh, Bayridge Street.

River Road, Baldwin Township.

Dormont Borough, Latonia Street.

Elma Street, Baldwin Township.

Castle Shannon, Poplar Street.

Carrick, Parallel Avenue.

Pittsburgh, Followfield Avenue.

Hillsdale.

Pittsburgh, Sebring Avenue.

St. Clair Borough.

Pittsburgh, Sebring Avenue and Edgebrook Street.

**Philadelphia Gas Company:**

Dormont, Elma Street.

Dormont, Latonia Street.

Pittsburgh, Bayridge Street.

Mt. Oliver Station, Joseph Street.

Southern Light, Heat and Power Company—

Central District Telephone Company:

Allegheny County, Robertson Township, property of Agnes Young.

Pittsburgh and Moon Run Railroad Company:

Allegheny County, Kennedy Township, property of Fred W. Stemler.

South West Pennsylvania Pipe Line—

Baltimore and Ohio Railroad Company:

Bryant Depot, 5450 feet east of, Allegheny County.

Montour Railroad Company:

Peters Township, 1664 feet north of bridge F, Washington County.

Pittsburgh, Cincinnati and St. Louis Railway Company:

Bridgeville, 181 feet west of M. P. B-6, Allegheny County.

Wabash and Pittsburgh Terminal Railroad Company:

Cecil Township, 700 feet west of bridge 14-A, Allegheny County.

Susquehanna, Bloomsburg and Berwick Railroad Company—

Bloomsburg and Sullivan Railroad Company:

Scott Township, Paper Mill, Columbia County.

Towanda Electric Illuminating Company—

Susquehanna and New York Railway Company:

Towanda, Main Building, 15 feet south of Towanda Gas Works.

United Light, Heat and Power Company—

Atlantic Telephone and Telegraph Company:

Jennertown, Jenner Cross Roads.

Somerset Telephone Company:

Jennertown, Jenner Cross Roads.

Western Union Telephone Company:

Jennertown, one-eighth mile east of.

Vandergrift Electric Light and Power Company—

West Penn Light and Power Company:

Allegheny Township, Westmoreland County, between poles S. V. 335 and S. V. 356.

Warren County Telephone and Telegraph Company—

American Telephone Company:

Grand Valley.

Tidioute.

Westfield Telephone Company—

Central District Telephone Company:

Mount Jackson.

Postal Telegraph Cable Company:

Mount Jackson.

Youngstown and Sharon Street Railway Company:

Bessemer.

West Liberty Telephone Company—

United Traction Street Railway Company of Du Bois:

West Liberty.

West Penn Electric Company—

Pittsburgh and Lake Erie Railroad Company;  
Connellsville.

Wilkes-Barre Company, The—

Central Railroad Company of New Jersey.  
Miners Mills, Mill Street.  
Hudson Station, Luzerne County.





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**M**

**SYNOPSIS**

**OF**

**CERTIFICATES OF NOTIFICATION**

**FILED WITH**

**THE PUBLIC SERVICE COMMISSION OF THE**

**COMMONWEALTH OF PENNSYLVANIA**

**BY**

**PUBLIC SERVICE COMPANIES**

July 1, 1914 to Ju 0,

Incident to the Issuance of Stock, Trust Certificates, Bonds,  
Notes or other Evidences of Indebtedness or other  
Securities Payable at Periods of more than  
Twelve Months after the Date thereof

IN ACCORDANCE WITH

SECTION 4 OF ARTICLE 3 OF THE

PUBLIC SERVICE COMPANY LAW

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CERTIFICATES OF NOTIFICATION.

CERTIFICATE No. 90.

Cancelled.

CERTIFICATE No. 91.

Filed July 1, 1914, by

THE BLOSSBURG ELECTRIC LIGHT AND POWER COMPANY

Amount.

with respect to its

Six per cent. Gold Bonds secured by a First Mortgage on all the property and franchises of the Company. Par value \$100 each, and bearing dates as follows: Four bonds dated September 6, 1913,; four bonds dated October 21, 1913; three bonds dated December 15, 1913; two bonds dated January 10, 1914; one bond dated March 16, 1914; one bond dated June 20, 1914. All bonds to mature twenty years from their respective dates, but the Company has the right to redeem any or all of them, on proper notice, at any time after ten years from date of issue.

Total authorized issue, \$15,000; all of which were sold for cash at 80% of the par value in the period September 6, 1913, to June 20, 1914 (with respect to which sale this certificate is filed).

Bonds, ..... \$15,000

CERTIFICATE No. 92.

Filed July 2, 1914, by

THE CITIZENS TRACTION COMPANY (OIL CITY, PA.)

with respect to its

First Mortgage 5% Sinking-fund Gold Bonds dated April 1, 1912, due April 1, 1942.

Total authorized issue, \$2,500,000; issued and outstanding, \$1,213,000; unissued, \$1,287,000. It is now proposed to issue \$79,000 of the bonds, which will be sold for cash at par, less a commission of 8% (the purchase money having already been received).

Bonds, ..... \$79,000

Purpose of issue: "To satisfy obligations incurred in respect of betterments, improvements developments, extensions or additions made to the physical property of the Company."

CERTIFICATE No. 93.

Filed July 9, 1914, by

MOUNT OLIVER INCLINE RAILWAY COMPANY

Amount.

with respect to its

Six per cent. 40-year Gold Bonds dated May 1, 1914, due May 1, 1954. Interest payable May 1st and November 1st of each year. Redeemable at the option of the Company prior to maturity, at 105 and accrued interest. The Colonial Trust Company, Pittsburgh, Pa., Trustee.

Total authorized issue, \$41,500; none of which have as yet been issued. The Company now proposes to issue forty-one bonds of the par value of \$1,000 each, and one bond of the par value of \$500.00, or a total of \$41,500.

Bonds, ..... \$41,500

Purpose of issue: "To be issued in exchange for and renewal of and substitution for, first mortgage bonds of the Mount Oliver Incline Railway Company of the par value of \$41,500, dated November 1, 1881, and secured by a mortgage to Joseph Keeling, Trustee, dated November 1, 1881, which bonds matured November 1, 1901, and are now overdue and outstanding."

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CERTIFICATE No. 94.

Filed July 9, 1914, by

HARRISBURG LIGHT AND POWER COMPANY

with respect to its

Common Capital Stock.

Total authorized issue, \$1,250,000; all of which has been issued. The Company now advises that the Common Capital Stock has been increased to \$1,750,000, and that they propose immediately to issue the full amount of the increase.

Capital Stock, ..... \$500,000

Purpose of issue: To purchase 3,148,000 shares, par value \$100.00 per share, or an aggregate par value of \$314,800, of the Second Preferred Capital Stock of the Elmira Water, Light and Railroad Company, and 3,476 shares, par value \$100.00 per share, or an aggregate par value of \$347,600, of the Common Capital Stock of said Company.

CERTIFICATE No. 95.

Filed July 9, 1914, by

PENN CENTRAL LIGHT AND POWER COMPANY

Amount

with respect to its

First and Consolidated 6% Mortgage Bonds dated February 1, 1913, due February 1, 1963. Interest payable February 1st and August 1st of each year. Philadelphia Trust, Safe Deposit and Insurance Company, Trustee.

Total authorized issue, \$7,500,000; issued and outstanding, \$1,700,000; unissued, \$5,800,000. The Company now proposes to issue \$141,000 of the bonds, of which \$64,000 will be pledged as collateral security for a loan of \$50,000 (\$25,000 of which is due August 24, 1914, and \$25,000 due September 12, 1914), and \$77,000 will remain in the treasury of the Company as a free asset.

Bonds, ..... \$141,000

Purpose of issue: "To satisfy obligations incurred in respect of betterments, improvements, developments, extensions or additions made to the physical property of the Company."

CERTIFICATE No. 96.

Filed July 9, 1914, by

THE CARLISLE GAS AND WATER COMPANY

with respect to its

Four per cent. First Mortgage Bonds dated December 24, 1913, due January 1, 1934.

Total authorized issue, \$200,000; issued, \$119,000 (of which \$117,000 are outstanding and \$2,000 held in the treasury of the Company as a free asset); unissued, \$81,000. In this certificate the Company advises that \$23,000 of the bonds heretofore held in the treasury as a free asset have been sold, leaving \$2,000 remaining in the treasury.

Bonds, ..... \$23,000

Purpose of issue: To retire outstanding bonds of the Company and to pay off notes and floating indebtedness.



## CERTIFICATE No. 97.

Filed July 9, 1914, by

PHILADELPHIA AND GARRETTT FORD STREET RAILWAY  
COMPANY

Amount.

with respect to its

Five percent. Bonds secured by mortgage dated August 1, 1905, to West End Trust Company, Trustee.

Total authorized issue, \$3,000,000; issued and outstanding, \$1,720,000; unissued, \$1,280,000. The Company now proposes to issue \$45,000 of bonds, for cash at 90 and accrued interest.

Bonds, ..... \$45,000

Purpose of issue: "To provide funds for the purchase of five new cars and equipment for use in the operation of the railways of the Company."

## CERTIFICATE No. 98.

Filed July 9, 1914, by

## THE CARLISLE GAS AND WATER COMPANY

with respect to its

Four per cent. First Mortgage Bonds dated December 24, 1913, due January 1, 1934.

Total authorized issue, \$200,000; issued, \$119,000 (of which \$117,000 are outstanding and \$2,000 held in the treasury of the Company as a free asset); unissued, \$81,000. The Company now proposes to issue \$26,000 of bonds, which will be held in the treasury as a free asset.

Bonds, ..... \$26,000

Purpose of issue: The proceeds of the sale of the bonds will be applied to reduce the current indebtedness of the Company.

## CERTIFICATE No. 99.

Filed July 10, 1914, by

## WEST PENN TRACTION COMPANY

with respect to its

First Mortgage 5% Gold Bonds dated June 1, 1910, due June 1, 1960. Trust Company of America, New York City, Trustee.

Amount.

Total authorized issue, \$25,000,000; outstanding, \$7,425,500; pledged as collateral security for the Company's \$9,200,000 of 6% Collateral Trust Gold Notes dated March 2, 1914, \$2,319,000; pledged as collateral security for various current obligations, \$7,000; held in the treasury, \$15,248,500. The \$15,248,500 held in the treasury of the Company are not, however, a free asset, their issuance being contingent upon the amount of 6% Collateral Trust Gold Notes outstanding at any one time. The resolution of the stockholders and directors of the West Penn Traction Company authorizing the issue of \$9,200,000 of Gold Notes provides that said notes shall be issued in lieu of an equal amount of first mortgage bonds, and the aggregate amount of all said bonds and notes issued shall not exceed the sum of \$25,000,000.

In this certificate the Company advises that \$3,000 of bonds shown above as held in the treasury (\$15,248,500) and \$1,960,000 of the bonds shown above as outstanding (\$7,425,500) have been pledged as collateral security for the Company's \$9,200,000 of 6% Collateral Trust Gold Notes referred to above.

Bonds, ..... \$1,963,000

CERTIFICATE No. 100.

Filed July 15, 1914, by

STATE-CENTRE ELECTRIC COMPANY

with respect to its

Four Hundred and Fifty Thousand Dollar Bond Issue.

Total authorized issue, \$450,000; outstanding, \$150,000; unissued, \$300,000. The Company now proposes to issue four bonds of the denomination of \$500.00 and forty-eight bonds of the denomination of \$1,000.00, or an aggregate of \$50,000, which will be sold for cash.

Bonds, ..... \$50,000

Purpose of issue: "The proceeds of such sale to be used in improvements to property covered by the mortgage of which these bonds are a part, such improvements to consist of pole line extension, construction of central power plant, installation of machinery, etc."

CERTIFICATE No. 101.

Filed July 15, 1914, by

BUFFALO, ROCHESTER AND PITTSBURGH RAILWAY COMPANY

with respect to its

Consolidated Mortgage Bonds dated May 1, 1907, due May 1, 1957. Interest at 4½% per annum, payable May 1 and November 1 of each year. Not redeemable. Central Trust Company of New York, Trustee.

Total authorized issue, \$35,000,000; outstanding, \$9,061,000; held in the treasury of the Company as a free asset, \$1,175,000; unissued,

Amount.

\$24,764,000. The Company now proposes to sell \$1,000,000 of the bonds held in the treasury of the Company as a free asset. The Bonds will be sold for cash, at 103.0625 and accrued interest.

Bonds, ..... \$1,000,000

Purpose of issue: “. . . . the proceeds thereof is to be used by your petitioner for general railroad purposes.”

CERTIFICATE No. 102.

Filed July 22, 1914, by

WEST PENN TRACTION COMPANY

with respect to its

First Mortgage 5% Gold Bonds dated June 1, 1910, due June 1, 1960. Trust Company of America, New York City, Trustee. pledged as collateral security for the Company's \$9,200,000 of 6% Collateral Trust Gold Notes dated March 2, 1914, \$4,282,000; pledged as collateral security for current obligations, \$7,000; undisposed of, \$15,245,500. The \$15,245,500 of bonds undisposed of are not, however, a free asset, their issuance being contingent upon the amount of 6% Collateral Trust Gold Notes outstanding at any one time. The resolution of the stockholders and directors of the West Penn Traction Company authorizing the issue of \$9,200,000 of Gold Notes provides that said notes shall be issued in lieu of an equal amount of first mortgage bonds and the aggregate amount of all said bonds and notes issued shall not exceed the sum of \$25,000,000.

Total authorized issue, \$25,000,000; issued and outstanding, \$5,465,500; In this certificate the West Penn Traction Company advises of the pledging of \$226,000 of bonds in the treasury of the Company, as additional security for the said 6% Collateral Trust Gold Notes.

Bonds, ..... \$226,000

CERTIFICATE No. 103.

Filed July 25, 1914, by

PITTSTON AND AVOCA STREET RAILWAY COMPANY

with respect to its

First Mortgage 30-Year 5% Bonds dated July 1st, 1909, due July 1, 1939. Miners Bank of Wilkes-Barre, Pa., Trustee. Total authorized issue, \$80,000; issued and outstanding, \$60,000; un-issued, \$20,000. The Company now proposes to issue \$5,000 of bonds.

Bonds, ..... \$5,000

Purpose of issue: “In payment of the construction and completion of the railroad of the Street Railway Company on McAlpin Street in the Borough of Avoca.”

CERTIFICATE No. 104.

Filed July 25, 1914, by

PHILADELPHIA SUBURBAN GAS AND ELECTRIC COMPANY

Amount

with respect to its

Five per cent. First and Refunding Mortgage Gold Bonds dated February 1, 1910, due February 1, 1960. Girard Trust Company, Philadelphia, Trustee.

Total authorized issue, \$10,000,000; issued heretofore, \$4,615,000 (of which \$4,440,500 are outstanding and \$162,000 are held by the trustee to retire outstanding bonds of the Suburban Gas Company of Philadelphia, and \$12,500 are held in the treasury of the Company to retire outstanding stock of underlying companies merged with the Philadelphia Suburban Gas and Electric Company); unissued, \$5,385,000 (of which \$3,386,000 are reserved by the trustee to retire outstanding issues of underlying companies, leaving \$1,999,000 that may be issued for future improvements, betterments and additions to the plants of the Company). It is now proposed to issue \$35,000 of bonds, which will be sold for cash, at 89 and accrued interest, to Messrs. Henry and West.

Bonds, ..... \$35,000

Purpose of issue: To reimburse the Company in the amount of 90% of the cost of improvements placed upon its plants to June 30, 1914.

CERTIFICATE No. 105.

Filed July 27, 1914, by

MAUCH CHUNK GAS COMPANY

with respect to its

Five and one-half per cent. Debenture Bonds, due August 1, 1924 Interest payable semi-annually. Bonds may be redeemed any interest day at par value upon due notice given to the holders.

Total authorized issue, \$20,000, of which the Company now proposes to issue \$17,100.

Bonds, ..... \$17,100

Purpose of issue: \$12,900 to replace a like amount of Debenture Bonds maturing August 1, 1914; \$3,750 to be sold for cash at par to fund floating indebtedness created prior to April 1, 1914, in making extensions to works, street mains, services and the purchase of meters; \$450 to be sold for cash at par to cover cost of making similar extensions during the current fiscal year.



CERTIFICATE No. 106.

Filed July 30, 1914, by

CARLISLE GAS AND WATER COMPANY

Amount.

with respect to its

Four per cent. First Mortgage Bonds dated December 24, 1913, due January 1, 1934.

Total authorized issue, \$200,000; issued, \$145,000 (of which \$132,000 are outstanding and \$13,000 are held in the treasury of the Company as a free asset); unissued, \$55,000. In this Certificate the Company advises that \$15,000 of the bonds heretofore held in the treasury of the Company as a free asset have been sold, leaving \$13,000 remaining in the treasury.

Bonds, .....	\$15,000
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Purpose of issue: The proceeds of the bonds have been applied to reduce the indebtedness of the Company.

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CERTIFICATE No. 106½.

Filed July 30, 1914, by

GREENE COUNTY TELEPHONE AND TELEGRAPH COMPANY

with respect to its

Preferred Capital Stock. Cumulative dividends to be paid at the rate of 6% per annum, but not in excess of 6%. The stock has no voting power. Stock to be redeemed June 1, 1934, at par, with payment of cumulative dividends, or subject to redemption after June 1, 1919, upon payment of \$105 per share and any cumulative dividends due.

Total authorized issue, \$80,000. In this certificate the Company advises that \$75,000 of the stock is being sold for cash at par, and that any bona fide claim held by the purchaser against the Company is to be accepted in cash.

Capital Stock, .....	\$75,000
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Purpose of issue: To pay debts of the Company.

CERTIFICATE No. 107.

Filed July 31, 1914, by

RED LION WATER COMPANY

Amount.

with respect to its

Capital Stock. Par Value, \$25.00 per share.  
Total amount authorized, \$30,000; issued, \$25,250; held in the treasury as a free asset, \$4,750. The Company now proposes to increase its capital stock from \$30,000 to \$60,000 (\$8,000 to be sold for cash at par and \$22,000 to be held in the treasury as a free asset).

Capital Stock, ..... \$30,000

Purpose of issue: “ . . . . . to pay an existing indebtedness, due by the said Company of \$8,000, and part of the same to be used for improvements and betterments.”

CERTIFICATE No. 108.

Filed August 1, 1914, by

WEST PENN TRACTION COMPANY

with respect to its

First Mortgage 5% Gold Bonds dated June 1, 1910, due June 1, 1960. Trust Company of America, New York City, Trustee.  
Total authorized issue, \$25,000,000; outstanding, \$5,465,500; pledged as collateral security for the Company's \$9,200,000 of 6% Collateral Trust Gold Notes dated March 2, 1914, \$4,508,000; pledged as collateral security on current obligations of the Company, \$7,000; in the treasury of the Company, \$15,019,500. The \$15,019,500 of bonds in the treasury of the Company are not, however, a free asset, their issuance being contingent upon the amount of 6% Collateral Trust Gold Notes outstanding at any one time. The resolution of the stockholders and directors of the West Penn Traction Company authorizing the issue of \$9,200,000 of gold notes, provides that said notes shall be issued in lieu of an equal amount of first mortgage bonds, and the aggregate amount of all said bonds and notes issued shall not exceed the sum of \$25,000,000.

In this certificate the West Penn Traction Company advises that \$7,000 of the bonds heretofore pledged as collateral security for current obligations, have been repledged as collateral security for the 6% Collateral Trust Gold Notes referred to above.

Bonds, ..... \$7,000

CERTIFICATE No. 109.

Filed August 1, 1914, by

PITTSBURGH AND BUTLER RAILWAY COMPANY

Amount.

with respect to its

Consolidated Mortgage Gold Bonds dated July 1, 1914, due May 1, 1935.

Total authorized issue, \$500,000; issued and outstanding, none. In this certificate the Company proposes to issue for cash, \$350,000 of Bonds.

Bonds, ..... \$350,000

Purpose of issue: "To be used for betterments and improvements."  
General Mortgage Income Bonds dated July 1, 1914, due May 1, 1935.  
Total authorized issue, \$1,500,000; issued and outstanding, none. In this certificate the Company proposes to issue all of the above bonds.

Bonds, ..... \$1,500,000

Purpose of issue: "To liquidate notes in bank and floating debt of the Company."

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CERTIFICATE No. 110.

Filed August 3, 1914, by

CLEARFIELD WATER COMPANY

with respect to its

Common Capital Stock.

Total authorized issue, \$300,000; outstanding, \$171,000; unissued, \$129,000. The company now proposes to issue 950 shares of the par value of \$20.00 per share, or an aggregate par value of \$19,000, which will be sold for cash at par to the present stockholders of the Company on a basis pro rata to the present respective holdings.

Capital Stock, ..... \$19,000

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CERTIFICATE No. 111.

Filed August 6, 1914, by

EPHRATA AND LEBANON TRACTION COMPANY

with respect to its

Fifteen-Year 6% Gold Bonds due June 1, 1929. Redeemable at the option of the Company, on sixty days' notice, on June 1, 1918, or on any interest date thereafter, at 105 and accrued interest. Metropolitan

Amount

Trust Company, of Philadelphia, Trustee.

Total authorized issue, \$200,000; none of which have as yet been issued. The Company now proposes to issue \$175,000 of the bonds, which will be sold at a price to net the Company 87½% of par, in cash.

Bonds, ..... \$175,000

Purpose of issue: " . . . . . to build and completely finish a system of overhead trolley wire construction to be located on the right-of way of the Ephrata and Lebanon Street Railway Company between the cities of Lebanon and Ephrata, Pa., a distance of about twenty-three miles, together with transformer stations, trolley cars and all equipment necessary for the complete operation of the Ephrata and Lebanon Street Railway Company line with electric trolley cars."

CERTIFICATE No. 112.

Filed August 17, 1914, by

THE PITTSBURGH AND SHAWMUT RAILROAD COMPANY  
with respect to its

Six per cent. Notes in the sum of \$2,862,160.94, dated May 1, 1914, due August 1, 1917, to the order of Thomas H. Hubbard & Co.

The notes are secured by Second Mortgage, pledge or conveyance of the Railroad Company, jointly with the Allegheny River Mining Company, of \$4,000,000 par value of First Mortgage Bonds of the Pittsburgh and Shawmut Railroad Company, \$3,000,000 par value of First Mortgage Bonds of the Allegheny River Mining Company, 6 locomotives, 500 coal cars and 6 caboose cars, valued at \$600,000, and agreement in writing dated May 1, 1914, by and between the Railroad Company, Thomas H. Hubbard of New York, and Guaranty Trust Company of New York, as Trustee, wherein the said Thomas H. Hubbard agrees, among other things, to convey and transfer to said Mining Company, et al., upon conditions in said agreement, all coal lands owned by him located in Armstrong County, Pa., and also all his rights to coal lands, under option or partial payment, situate in said County, on payment therefor of the original cost of said lands, or of his interest therein, together with accrued interest not to exceed 5% per annum, as specifically set forth in said agreement.

The aggregate amount of the notes, or any part thereof, may be redeemed at any time, at the option of the Company, at 105 and accrued interest, upon four weeks' notice.

Notes, ..... \$2,862,160 94

Purpose of issue: To extend payment to August 1, 1917, of an existing indebtedness authorized October 8, 1913.



CERTIFICATE No. 112-A.

Filed August 17, 1914, by

THE PITTSBURGH AND SHAWMUT RAILROAD COMPANY

Amount.

with respect to its

Trust Equipment Notes dated July 15, 1914. Thirty thousand dollars due May 1, 1915, and \$30,000 on the first day of November and May of each year, to and including November 1, 1924. Notes to bear interest from November 1, 1914, at the rate of 5% per annum, payable semi-annually, on the first day of May and November of each year. Columbia-Knickerbocker Trust Company, Trustee.

Trust Equipment Notes, ..... \$600,000

Purpose of issue: For the payment of rental for a term ending November 1, 1924, on 775 freight cars.

CERTIFICATE NO. 113.

Filed August 18, 1914, by

WEST PENN TRACTION COMPANY

with respect to its

Six per cent. Hydro-Electric Purchase Notes dated April 1, 1914, due April 1, 1917, consisting of 1,500 notes of the par value of \$1,000 each and forty notes of the par value of \$500.00 each or an aggregate par value of \$1,520,000. "The said notes are redeemable by the Company at its option, on three weeks' published notice, at any time prior to maturity, on the payment of par and accrued interest, providing, however, that said West Penn Traction Company has agreed, in addition to said par and accrued interest, that it will pay to the legal holder of said notes on presentation and surrender thereof at the same time that the said notes become payable, either by maturity or by being called for redemption in accordance with the terms of the notes and the terms of the Collateral Trust Agreement under which the same are issued, the sum of Ten Dollars (\$10.00) provided said note is called for payment on or before April 1, 1915; the sum of Twenty Dollars (\$20.00) if said note is called for payment thereafter, but on or before April 1, 1916; and the sum of Thirty Dollars (\$30.00) if not called for payment on or before April 1, 1916."

Notes, ..... \$1,520,000

Purpose of issue: The notes will be exchanged for a like amount of Series A notes of the Hydro-Electric Company of West Virginia; the notes to be purchased, to be pledged as security for the payment of the notes presently to be issued

CERTIFICATE NO. 114.

Filed August 25, 1914, by

PHILADELPHIA SUBURBAN GAS AND ELECTRIC COMPANY

Amount.

with respect to its

Five per cent. First and Refunding Mortgage Gold Bonds, dated February 1, 1910, due February 1, 1960. Girard Trust Company, of Philadelphia, Trustee.

Total authorized issue, \$10,000,000; issued heretofore, \$4,650,000 (of which \$4,475,500 are outstanding and \$162,000 are held by the trustee to retire outstanding bonds of the Suburban Gas Company of Philadelphia, and \$12,500 are held in the treasury of the Company to retire outstanding stock of underlying companies merged with the Philadelphia Suburban Gas and Electric Company); unissued, \$5,350,000 (of which \$3,386,000 are reserved by the trustee to retire outstanding issues of underlying companies, leaving \$1,964,000 that may be issued for future improvements, betterments and additions to the plants of the Company). It is proposed to issue \$75,000 of bonds, which will be sold for cash, at 89 and accrued interest, to Messrs. Henry and West.

Bonds, ..... \$75,000

Purpose of issue: To take up a like amount of the 5% Bonds of the Coatesville Gas Company, one of the underlying issues.

CERTIFICATE NO. 115.

Filed August 27, 1914, by

PHILADELPHIA SUBURBAN GAS AND ELECTRIC COMPANY

with respect to its

Five per cent. First and Refunding Mortgage Gold Bonds dated February 1, 1910, due February 1, 1960. Girard Trust Company, of Philadelphia, Trustee.

Total authorized issue, \$10,000,00; issued heretofore, \$4,725,000 (of which \$4,550,500 are outstanding and \$162,000 are held by the trustee to retire outstanding bonds of the Suburban Gas Company of Philadelphia, and \$12,500 are held in the treasury of the Company to retire outstanding stock of underlying companies merged with the Philadelphia Suburban Gas and Electric Company); unissued, \$5,275,000 (of which \$3,311,000 are reserved by the trustee to retire outstanding issues of underlying companies, leaving \$1,964,000 that may be issued for future improvements, betterments and additions to the plants of the Company). It is now proposed to issue \$48,000 of bonds, which will be sold for cash, at 89 and accrued interest, to Messrs. Henry and West.

Bonds, ..... \$48,000

Purpose of issue: To reimburse the Company in the amount of 90% of the cost of improvements placed upon its plants to July 31, 1914

CERTIFICATE NO. 116.

Filed August 31, 1914, by

RIVERTON CONSOLIDATED WATER COMPANY

Amount.

with respect to its

General Refunding Mortgage Bonds dated October 1, 1912.

Total authorized issue, \$1,000,000; issued, \$507,000 (of which \$320,000 are reserved to retire bonds of underlying companies); unissued, \$493,000. The Company now proposes to sell \$8,000 of the bonds for a cash price of not less than 90% of the par value.

Bonds, ..... \$8,000

Purpose of issue: To pay for 80% of the cost of extending the lines of the Company (contracted for) in the Boroughs of Wormleysburg, Camp Hill and West Fairview, and of extending the lines on land of the Dale Estate adjacent to the Borough of Camp Hill, and for the cost of the pipes and fittings therefor.

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CERTIFICATE NO. 117.

Filed August 31, 1914, by

MILFORD TOWNSHIP ELECTRIC COMPANY

with respect to its

Common Capital Stock. Par value, \$100.00 per share. Total amount authorized, 50 shares having a par value of \$5,000; issued and outstanding, 5 shares, par value, \$500.00; unissued, 45 shares, par value, \$4,500.

Stock, ..... \$500.00

Purpose of issue: "The aforesaid capital stock was issued solely for the purpose of forming a basis for the merger and consolidation of the above Company with Milford Electric Company, Westfall Electric Company and Pike County Light and Power Company. Stockholders' meeting to vote upon the merger agreement having been called for August 31, 1914."

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CERTIFICATE NO. 118.

Filed August 31, 1914, by

MILFORD ELECTRIC COMPANY

with respect to its

Common Capital Stock. Par value, \$100.00 per share. Total amount authorized, 50 shares having a par value of \$5,000; issued and outstanding, 5 shares, par value, \$500.00; unissued, 45 shares, par value, \$4,500.

Stock, ..... \$500.00

Purpose of issue: "The aforesaid capital stock was issued solely for the purpose of forming a basis for the merger and consolidation of the above Company with Milford Township Electric Company, Westfall Electric Company and Pike County Light and Power Company. Stockholders' meeting to vote upon the merger agreement having been called for August 31, 1914."

CERTIFICATE NO. 119.

Filed August 31, 1914, by

WESTFALL ELECTRIC COMPANY

with respect to its

Common Capital Stock. Par value, \$100.00 per share. Total amount authorized, 50 shares having a par value of \$5,000; issued and outstanding, 5 shares, par value, \$500.00; unissued, 45 shares, par value, \$4,500.

Stock, .....	\$500.00
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Purpose of issue: "The aforesaid capital stock was issued solely for the purpose of forming a basis for the merger and consolidation of the above Company with Milford Electric Company, Milford Township Electric Company and Pike County Light and Power Company. Stockholders' meeting to vote upon the merger agreement having been called for August 31, 1914."

CERTIFICATE NO. 120.

Filed September 9, 1914, by

COUNTIES GAS AND ELECTRIC COMPANY

with respect to its

General Mortgage 5% 50-Year Gold Bonds dated October 1, 1912, due October 1, 1962, or may be redeemed at the option of the Company October 1, 1917, or any interest date thereafter, at 105% of par and accrued interest. Interest payable semi-annually, on April 1 and October 1 of each year. Commercial Trust Company, of Philadelphia, Pennsylvania, Trustee.

Total authorized issue, \$7,500,000; issued, \$1,132,000 (of which \$958,000 are outstanding and \$174,000 are held in the treasury as a free asset);



	Amount.
unissued, \$6,368,000. The Company now proposes to issue \$84,000 of bonds, which will be held in the treasury as a free asset.	
Bonds, .....	\$84,000

Purpose of issue: To reimburse the Company for the actual cost of making additions to or extensions or betterments of its property, real or personal, and to the plants and property of corporations whose property and franchises have been leased by it.

CERTIFICATE NO. 121.

Filed September 15, 1914, by

SOUTH PITTSBURGH WATER COMPANY

with respect to its

Five per cent. Mortgage 50-Year Gold Bonds dated August 1, 1905, due August 1, 1955. Interest at 5% per annum, payable semi-annually. Redeemable at any time after August 1, 1915, at par and accrued interest; or before August 1, 1915, at 105 and accrued interest, in the event of the City of Pittsburgh or other municipalities electing to acquire the whole or any part of the Company's water-works system and plant, subject to the mortgage securing said bonds. The bonds may also be redeemed at 105 and accrued interest at any time prior to August 1, 1915, for other cause satisfactory to the Company.

Total authorized issue, \$5,000,000; issued, \$1,815,000 (of which \$1,786,000 are outstanding and \$29,000 are held in the treasury as a free asset); unissued, \$3,185,000. The Company now proposes to issue \$11,000 of Bonds, which are to be sold for cash under agreement to net the Company \$10,389.16.

Bonds, .....	\$11,000
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Purpose of issue: ".....to obtain funds for the payment of debts contracted by the Company for the purchase of supplies."

CERTIFICATE NO. 122.

Filed September 16, 1914, by

PHILADELPHIA SUBURBAN GAS AND ELECTRIC COMPANY

with respect to its

Five per cent. First and Refunding Mortgage Gold Bonds dated February 1, 1910, due February 1, 1960. Girard Trust Company, of Philadelphia, Trustee.

Total authorized issue, \$10,000,000; issued heretofore, \$4,773,000 (of which \$4,598,500 are outstanding and \$162,000 are held by the trustee to retire outstanding bonds of the Suburban Gas Company of Philadelphia, and \$12,500 are held in the treasury of the Company to retire outstanding stock of underlying companies merged with the Philadelphia Suburban Gas and Electric Company); unissued, \$5,227,000 (of which \$3,311,000 are reserved by the trustee to retire outstanding issues of underlying companies, leaving \$1,916,000 that may be issued for future improvements, betterments and additions to the plants of the Company). It is now proposed to issue \$27,000 of bonds, which will be sold for cash, at 89 and accrued interest, to Messrs. Henry and West.

Bonds, ..... \$27,000

Purpose of issue: To reimburse the Company in the amount of 90% of the cost of improvements placed upon its plants to August 31, 1914.

CERTIFICATE NO. 123.

Filed September 16, 1914, by

PHOENIX WATER POWER COMPANY

with respect to its

First Mortgage 6% Bonds, dated January 1, 1915, due January 1, 1930. Interest payable semi-annually, on the first days of January and July of each year. Bonds may be redeemed at any time at 105 and accrued interest. Chester County Trust Company, Trustee.

Total authorized issue, \$50,000; none of which have been issued. In this certificate the Company advises of its intention to issue all of its bonds, which are to be sold for cash at par.

Bonds, ..... \$50,000

Purpose of issue: To purchase machinery for the Company's plant.

CERTIFICATE NO. 124.

Filed September 17, 1914, by

WARREN STREET RAILWAY COMPANY

with respect to its

Capital Stock. Total authorized issue, \$375,000 (of which \$175,000 represents an increase authorized by the stockholders August 19, 1914); issued and outstanding, \$200,000. In this certificate the Company proposes to issue \$175,000 as a stock dividend.

Capital Stock, ..... \$175,000

Purpose of issue: ".....said additional capital stock of \$175,000 is being issued as a stock dividend, in lieu of cash, the said stock representing \$175,000 of the increment in the value of the Company's property, due to the accumulated net earnings of the Company. That all of said additional capital stock is being issued as common stock, in proportion, to the present holders of the capital stock, and without any preference or privileges to the holders thereof."

CERTIFICATE NO. 125.

Filed September 23, 1914, by

PHILADELPHIA SUBURBAN GAS AND ELECTRIC COMPANY

with respect to its

Five per cent. First and Refunding Mortgage Gold Bonds dated February 1, 1910, due February 1, 1960. Girard Trust Company, of Philadelphia, Trustee.

Total authorized issue, \$10,000,000; issued heretofore, \$1,800,000 (of which \$4,625,500 are outstanding and \$162,000 are held by the trustees to retire outstanding bonds of the Suburban Gas Company of Philadelphia, and \$12,500 are held in the treasury of the Company to retire outstanding stock of underlying companies merged with the Philadelphia Suburban Gas and Electric Company); unissued, \$5,200,000 (of which \$3,311,000 are reserved by the trustee to retire outstanding issues of underlying companies, leaving \$1,889,000 that may be issued for future improvements, betterments and additions to the plants of the Company). It is now proposed to issue \$15,000 of bonds, which will be sold for cash, at 89 and accrued interest, to Messrs. Henry and West.

Bonds, ..... \$15,000

Purpose of issue: To take up a like amount of bonds of the Suburban Gas Company of Philadelphia, one of the underlying companies of the Philadelphia Suburban Gas and Electric Company.

CERTIFICATE NO. 126.

Filed September 24, 1914, by

LAKE ERIE FRANKLIN AND CLARION RAILROAD COMPANY

with respect to its

First Mortgage 40-Year 5% Gold Bonds dated December 1, 1913, due December 1, 1953. Interest payable semi-annually, June 1st and December

Amount.

1st of each year. The Company has the right to retire all or any of said bonds at any interest period on or before December 1, 1918, by paying 105% of the par value and accrued interest. Bonds to be redeemed in their numerical order, beginning at the lowest bond in number then outstanding.

Total authorized issue, \$1,000,000; issued and outstanding, \$835,000; unissued, \$165,000. The Company now proposes to issue \$5,000 of the bonds.

Bonds, ..... \$5,000

Purpose of issue: "Said bonds are to be issued and sold, and paid for by personal services rendered in connection with the rehabilitation..... of the Company's Railroad during the year 1913."

CERTIFICATE NO. 127.

Filed September 30, 1914, by

NORTHUMBERLAND COUNTY GAS AND ELECTRIC COMPANY

with respect to its

Five per cent. coupon Gold Bonds dated October 2, 1911, due September 1, 1946. Secured by First Mortgage upon all of the Company's franchises and property.

Total authorized issue, \$2,000,000; issued and outstanding, \$981,000; unissued, \$1,019,000. The Company now proposes to issue \$78,000 of bonds (of which \$12,000 will be held in the treasury of the Company as a free asset, and \$66,000 will be turned over to the General Construction Corporation as part payment of contract).

Bonds, ..... \$78,000

Purpose of issue: ".....as part payment of contract price for the construction of certain extensions, betterments and improvements to the property of this Company."

CERTIFICATE NO. 128.

Filed October 7, 1914, by

THE PITTSBURGH, CINCINNATI, CHICAGO AND ST LOUIS RAILWAY COMPANY

with respect to its

Consolidated Mortgage Bonds secured by Mortgage dated October 1, 1890.

Total authorized issue, \$75,000,000; issued and outstanding, \$59,388,000 (Series "A" 4½%—\$10,000,000; "B" 4½%—\$8,781,000; "C" 4½%—\$1,379,-



Amount.

000; "D" 4%—\$4,976,000; "E" 3½%—\$4,520,000; "F" 4%—\$10,000,000; "G" 4%—\$9,742,000; "H" 4%—\$2,990,000; "I" 4½%—\$7,000,000); unissued, \$15,-612,000. The Company on April 22, 1914, created series "J," consisting of \$3,494,000 of 4½% Bonds (dated May 1, 1914, due May 1, 1964), which the Company now proposes to sell at par and accrued interest.

Bonds, ..... \$3,494,000

Purpose of issue: ".....repaying the Pennsylvania Company for cash advanced to meet expenditures for road and equipment, etc."

CERTIFICATE NO. 129.

Filed October 22, 1914, by

HIGHLAND GAS COMPANY

with respect to its

First Mortgage 5% Gold Bonds dated July 1, 1911, due July 1, 1935. Interest payable semi-annually, on January 1 and July 1 of each year. Quakertown Trust Company, Trustee. The Bonds are subject to redemption, at the option of the Company, July 1, 1916, or at any semi-annual interest day thereafter by payment of 105% of the par value and accrued interest.

Total authorized issue, \$150,000; issued and outstanding, \$118,100; unissued, \$31,900. The Company now proposes to issue \$5,000 of Bonds, which will be sold at 85% of par value.

Bonds, ..... \$5,000

Purpose of issue: "To pay for work actually done or materials furnished to or for account of or for labor performed in and about the construction of said Company's gas plant, property and system or for equipment to be used by the Company in and upon the said plant, property and system in prosecution of its business."

CERTIFICATE NO. 130.

Filed October 22, 1914, by

PHILADELPHIA COMPANY

with respect to its

Common Stock Dividend Scrip Certificates dated November 2, 1914, due May 2, 1916, or sooner, at the option of the Company. Interest at the rate of 7% per annum, payable semi-annually, on May 2 and November 2 of each year.

Amount.

Total authorized issue, \$683,250.75; all of which the Company now proposes to issue.

Common Stock Dividend Scrip Certificates, ..... \$683,250.75

Purpose of issue: Issued in payment of a dividend of 1¼% declared on the common capital stock of the Company, payable in scrip.

CERTIFICATE NO. 131.

Filed October 23, 1914, by

PHILADELPHIA SUBURBAN GAS AND ELECTRIC COMPANY  
with respect to its

Five per cent. First and Refunding Mortgage Gold Bonds dated February 1, 1910, due February 1, 1960. Girard Trust Company, of Philadelphia, Trustee.

Total authorized issue, \$10,000,000; issued heretofore, \$4,815,000 (of which \$4,640,500 are outstanding and \$162,000 are held by the trustee to retire outstanding bonds of the Suburban Gas Company of Philadelphia, and \$12,500 are held in the treasury of the Company to retire outstanding stock of underlying companies merged with the Philadelphia Suburban Gas and Electric Company); unissued, \$5,185,000 (of which \$3,296,000 are reserved by the trustee to retire outstanding issues of underlying companies, leaving \$1,889,000 that may be issued for future improvements, betterments and additions to the plants of the Company). It is now proposed to issue \$74,000 of bonds, which will be sold for cash, at 89 and accrued interest, to Messrs. Henry and West.

Bonds, ..... \$74,000

Purpose of issue: To reimburse the Company in the amount of 90% of the cost of improvements placed upon its plants to September 30, 1914.

CERTIFICATE NO. 132.

Filed October 23, 1914, by

LANCASTER, OXFORD AND SOUTHERN RAILWAY COMPANY  
with respect to its

Six per cent. First Mortgage Bonds dated August 17, 1914, due August 17, 1916. Interest payable semi-annually, February 17th and August 17th of each year. Bonds to be issued in denominations of \$5,000, but may be converted into bonds of \$1,000 each, any time before maturity, upon writ-

Amount.

ten notice given by the holders of a majority in amount of said bonds; the cost of such substitution to be paid by the holders requesting the change.

Total authorized issue, \$25,000. The Company now proposes to issue the full amount of its bonds.

Bonds, ..... \$25,000

Purpose of issue: On June 9, 1913, the Lancaster, Oxford and Southern Railway Company purchased from Fred R. Williams, all the lands, properties, rights, privileges and franchises of the Lancaster, Oxford and Southern Railroad Company, giving as consideration all the capital stock of the Company, amounting to \$200,000, and agreeing to pay an additional \$200,000 in bonds, being all of its authorized issue. Mr. Fred R. Williams offered to accept \$25,000 of the Bonds in full settlement of his claim, which offer was accepted by the Company.

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CERTIFICATE NO. 132½.

Filed October 27, 1914, by

**SOUTH PITTSBURGH WATER COMPANY**

with respect to its

First Mortgage 50-year Gold Bonds dated August 1, 1905, due August 1, 1955.

The Company advises that the \$11,000 of Bonds mentioned and described in Certificate No. 121, dated September 12, 1914, and filed September 15, 1914, have all been issued, for the purpose set forth, and the Company received for them the sum of \$10,389.16.

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CERTIFICATE NO. 133.

Filed October 27, 1914, by

**ERIE LIGHTING COMPANY**

with respect to its

First Mortgage 5% Sinking Fund Gold Bonds dated April 1, 1912, due April 1, 1914. Guaranty Trust Company, of New York, Trustee. Bonds may be redeemed on the first day of any April or October on or before April 1, 1917, by payment of 105% of the par value and accrued interest, or on the first day of any April or October thereafter by payment of 110% of the par value and accrued interest.

Amount.

Total authorized issue, \$2,000,000; issued and outstanding, \$733,000; retired, \$17,000; unissued, \$1,250,000. The Company now proposes to issue \$100,000 of bonds, which will be sold at 85 and accrued interest.

Bonds, ..... \$100,000

Purpose of issue: ".....to reimburse the treasury of the Company for indebtedness incurred for the construction, completion, extension and improvements of its plant and property to the extent of 85% of such expenditures."

CERTIFICATE NO. 134.

Filed October 28, 1914, by

EDISON ELECTRIC COMPANY

with respect to its

Common Capital Stock. Par value, \$50.00 per share.

Total authorized issue, \$1,800,000; issued and outstanding, \$1,700,000; unissued, \$100,000. The Company now proposes to issue \$17,500 of its Common Capital Stock.

Capital Stock, ..... \$17,500

Purpose of issue: ".....to liquidate and pay indebtedness of like amount incurred by the Company during the year 1913 for property purchased."

CERTIFICATE NO. 134½.

Filed October 30, 1914, by

LEHIGH AND NEW ENGLAND RAILROAD COMPANY

with respect to its

Five per cent. General Mortgage Gold Bonds dated July 1, 1914, due July 1, 1954. Guarantee Trust and Safe Deposit Company, Trustee. Bonds may be redeemed at any interest period before maturity at 105% of their par value and accrued interest.

Total authorized issue, \$15,000,000, none of which have been issued. In this certificate the Company proposes to issue \$4,000,000 of the bonds; \$2,000,000 of which have been sold for cash at 98% and accrued interest, less 2½% commission, and \$2,000,000 have been sold for cash at 98% and accrued interest.

Bonds, ..... \$4,000,000

Purpose of issue: The retirement on or before January 1, 1915, of the following underlying bonds of the Company, at not exceeding 105% of their par value:



Amount

Lehigh and New England Railroad Company Consolidated Mortgage 5% Bonds due October 1, 1953, \$1,380,000.00; Northampton Railroad Company (now merged and consolidated with this Company), First Mortgage 5% Bonds due January 1, 1952, \$300,000.00; Lehigh and Delaware Railroad Company (now merged and consolidated with this Company) General Mortgage 5% Bonds due July 1, 1954, \$650,000.00; the payment of bills payable and loans, \$400,000.00; the payment of the purchase-price of the capital stock of the Crane Railroad Company, \$210,000.00; the payment of the estimated cost of shops and yard facilities to be constructed at Pen Argyl, Pa., \$542,394.50; for working capital, approximately, \$275,000.00

CERTIFICATE NO. 133.

Filed October 31, 1914, by

TRENTON, BRISTOL AND PHILADELPHIA STREET RAILWAY  
COMPANY

with respect to its

Equipment Trust Notes dated July 25, 1914, due in series of three notes, amounting to \$1,500, on the first of each August from 1915 to 1921, both inclusive (notes mature in numerical order). Secured by Indenture of Lease dated July 25, 1914. Interest at the rate of 6% per annum, payable February 1 and August 1 of each year. The Company may pay any or all of said notes before maturity on any interest date.

Total authorized issue, \$10,500 (consisting of twenty-one notes of a par value of \$500.00 each, numbered from one to twenty-one, both inclusive). The Company now proposes to issue the full amount of the notes.

Notes, ..... \$10,500

Purpose of issue: The said notes, amounting to \$10,500, and \$5,038.28 in cash, were given to James W. Rawle in payment of rental under Indenture of Lease dated July 25, 1914, by virtue of which the said James W. Rawle leased to the Company, for a period of seven years, three 30 ft. 6 in. Closed Prepayment Passenger and Smoking Type Cars.

CERTIFICATE NO. 136.

Filed November 4, 1914, by

WAYNE TOWNSHIP POWER COMPANY

with respect to its

Common Capital Stock. Par value, \$100.00. Total amount authorized, \$5,000; none of which has been issued. In this certificate the

Amount.

Company proposes to issue five shares of the Stock, which will be sold at par value of \$500.

Capital Stock, ..... \$500.00

Purpose of issue: ".....to pay the necessary organization expenses and incidental expenses incurred pending merger as set forth in application of this Company to The Public Service Commission of Pennsylvania for Certificate of Public Convenience, and for the acquisition of property."

### CERTIFICATE NO. 137.

Filed November 4, 1914, by

### WATERFORD TOWNSHIP POWER COMPANY

with respect to its

Common Capital Stock. Par value, \$100.00. Total amount authorized, \$5,000; none of which has been issued. In this certificate the Company proposes to issue five shares of the Stock, which will be sold at par value of \$500.

Capital Stock, ..... \$500.00

Purpose of issue: ".....to pay the necessary organization expenses and necessary incidental expenses incurred pending merger as set forth in application of this Company to The Public Service Commission of Pennsylvania for Certificate of Public Convenience, and for the acquisition of property."

### CERTIFICATE NO. 138.

Filed November 4, 1914, by

### SUMMIT TOWNSHIP POWER COMPANY

with respect to its

Common Capital Stock. Par value per share, \$100. Total amount authorized, \$5,000; none of which has been issued. In this certificate the Company proposes to issue five shares of the Stock, which will be sold at par value of \$500.

Capital Stock, ..... \$500.00

Purpose of issue: ".....to pay the necessary organization expenses and necessary incidental expenses incurred pending merger as set forth

Amount.

in application of this Company to The Public Service Commission of Pennsylvania for Certificate of Public Convenience, and for the acquisition of property."

CERTIFICATE NO. 139.

Filed November 4, 1914, by

CONCORD TOWNSHIP POWER COMPANY

with respect to its

Common Capital Stock. Par value per share, \$100. Total amount authorized, \$5,000; none of which has been issued. In this certificate the Company proposes to issue five shares of the Stock, which will be sold at par value of \$500.

Capital Stock, ..... \$500.00

Purpose of issue: ".....to pay the necessary organization expenses and necessary incidental expenses incurred pending merger as set forth in application of this Company to The Public Service Commission of Pennsylvania for Certificate of Public Convenience, and for the acquisition of property."

CERTIFICATE NO. 140.

Filed November 4, 1914, by

LEBOEUF TOWNSHIP POWER COMPANY

with respect to its

Common Capital Stock. Par value per share, \$100. Total amount authorized, \$5,000; none of which has been issued. In this certificate the Company proposes to issue five shares of the Stock, which will be sold at par value of \$500.

Capital Stock, ..... \$500.00

Purpose of issue: ". ....to pay the necessary organization expenses and necessary incidental expenses incurred pending merger as set forth in application of this Company to The Public Service Commission of Pennsylvania for Certificate of Public Convenience, and for the acquisition of property."

CERTIFICATE NO. 141.

Filed November 4, 1914, by

HOME POWER COMPANY OF UNION TOWNSHIP

Amount

with respect to its

Common Capital Stock. Par value per share, \$100. Total amount authorized, \$5,000; none of which has been issued. In this certificate the Company proposes to issue five shares of its Capital Stock, which will be sold at par value of \$500.

Capital Stock, ..... \$500.00

Purpose of issue: ".....to pay the necessary organization expenses and necessary incidental expenses incurred pending merger as set forth in application of this Company to The Public Service Commission of Pennsylvania for Certificate of Public Convenience, and for the acquisition of property."

CERTIFICATE NO. 142.

Filed November 9, 1914, by

FREEPORT WATER WORKS COMPANY

with respect to its

First Mortgage 25-Year 5% Gold Bonds, dated October 1, 1914, due October 1, 1939. Interest payable semi-annually, on April 1st and October 1st of each year. Bonds may be retired at any interest-paying date, at 103% of par value and accrued interest.

Total authorized issue, \$200,000, none of which have been issued. In this Certificate the Company proposes to issue \$150,000 of the Bonds, which are to be sold to Ussing, Scoville & Company, Bond Brokers, Pittsburgh, Pa., for cash at 75% of par value.

Bonds, ..... \$150,000

Purpose of issue: ".....to retire \$50,000 par value of Bonds outstanding and.....providing funds to make necessary improvements " The \$50,000 of Bonds remaining unissued may be issued for improvements only, and not to exceed the actual cash value of work done on property acquired.



CERTIFICATE NO. 143.

Filed November 10, 1914, by

DAUPHIN COUNTY GAS COMPANY

Amount.

with respect to its

Twenty-Year Consolidated Mortgage 5% Gold Bonds, dated August 1, 1905, due August 1, 1925. Interest payable semi-annually, February 1st and August 1st of each year. The Colonial Trust Company, Philadelphia, Pa., Trustee. Bonds are subject to call, for payment or purchase, February 1, 1910, or upon any interest date thereafter, at 102½% and accrued interest.

Total authorized issue, \$750,000; issued and outstanding, \$402,000; unissued, \$348,000 (of which \$160,000 are reserved for the purpose of retiring underlying bonds, leaving \$188,000 to be issued at par for 90% of amounts expended for improvements). The Company now proposes to issue \$3,000 of Bonds, which will be delivered to the Harrisburg Gas Company, lessee of the Company's plant, for improvements made.

Bonds, ..... \$3,000

Purpose of issue: To be delivered to the Harrisburg Gas Company in payment for improvements to the Company's plant.

CERTIFICATE NO. 144.

Filed November 11, 1914, by

LEHIGH VALLEY TRANSIT COMPANY

with respect to its

Refunding and Improvement Mortgage 50-Year Gold Bonds dated June 1, 1910, due June 1, 1960. Interest at the rate of 5% per annum, payable semi-annually. Bonds redeemable on any semi-annual interest day, at 105 and accrued interest, during the first ten years, and 110 and accrued interest during the remaining forty years.

Total authorized issue, \$15,000,000 (of which \$7,500,000 shall be used exclusively to retire outstanding First Mortgage Bonds and Consolidated Mortgage Bonds); issued, \$5,124,000; outstanding, \$5,115,000 (of which \$1,931,000 were issued to retire outstanding First Mortgage Bonds and Consolidated Mortgage Bonds); held in the treasury of the Company as a free asset, \$9,000; unissued, \$9,876,000. In this certificate the Company proposes to issue \$12,000 of Bonds, in denominations of \$1,000, which will be held in the treasury of the Company until favorable opportunity shall present itself for the sale thereof.

Bonds, ..... \$12,000

Purpose of issue: " . . . . to be used and applied for the purpose of constructing a single track extension of its railway on Union Street, from Lehigh Street to Eighth Street, in the City of Allentown, Pa.

CERTIFICATE No. 145.

Filed November 13, 1914, by

MT. PLEASANT MUTUAL TELEPHONE COMPANY

with respect to its

Amount.

Capital Stock.

Total authorized issue, \$1,000 (200 shares, par value \$5.00 per share); issued and outstanding, seventy-nine shares, par value \$395.00; unissued, one hundred and twenty-one shares, par value \$695.00. The Company now proposes to increase its Capital Stock from \$1,000 to \$10,000. Part of the amount of the increase is to be issued to the present stockholders in repayment of assessments paid in; the balance to be sold.

Stock, .....	\$9,000
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Purpose of issue: To issue at par to each stockholder sufficient shares to cover the amount of money he has already paid into the Company in the way of assessments. Additional shares to be sold for the purpose of making improvements and betterments to its lines.

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CERTIFICATE No. 146.

Filed November 16, 1914, by

THE PITTSBURGH AND SHAWMUT RAILROAD COMPANY

with respect to its

Equipment Notes.

Total authorized issue, twelve notes of the face value of \$8,165.40 each, amounting to \$97,984.80; issued August 19, 1914, due December 19, 1914, and quarterly thereafter to and including September 19, 1917. Notes not to bear interest before due date.

Notes, .....	\$97,984 80
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Purpose of issue: To provide for the payment of rental for six locomotives to be held by the Company under an agreement of Bailment and Lease for the term of thirty-seven months.

CERTIFICATE No. 147.

Filed November 18, 1914, by

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD  
COMPANY  
THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY  
COMPANY  
THE MICHIGAN CENTRAL RAILROAD COMPANY  
THE CLEVELAND, CINCINNATI, CHICAGO AND ST. LOUIS  
RAILWAY COMPANY  
THE PITTSBURGH AND LAKE ERIE RAILROAD COMPANY  
THE TOLEDO AND OHIO CENTRAL RAILWAY COMPANY

with respect to their

Amount

Equipment Trust Certificates of the "New York Central Lines Equip-  
ment Trust of 1913", dated January 1, 1913, and due as follows: One-  
fifteenth of the total amount authorized due January 1, 1914, and one-  
fifteenth due on the first day of each succeeding January. Interest at  
the rate of  $4\frac{1}{2}\%$  per annum, payable January 1st and June 1st of each  
year. Guaranty Trust Company, of New York, Trustee.

Total authorized issue, \$24,000,000; issued and outstanding, \$18,872,000;  
retired, \$836,000; cancelled, \$764,000 (being the amount of certificates due  
January 1, 1914, but unissued); unissued, \$3,528,000. In the certificate the  
Company proposes to issue \$2,730,000 of the Certificates, which are to  
be sold at not less than  $93\frac{1}{2}\%$  of their par value and accrued interest.

Equipment Trust Certificates, ..... \$2,730,000

Purpose of issue: For the payment of not exceeding 90% of the cost of  
equipment.

CERTIFICATE No. 148.

Filed November 17, 1914, by

SOUTH PITTSBURGH WATER COMPANY

with respect to its

First Mortgage 50-Year Gold Bonds dated August 1, 1905, due August  
1, 1955. Interest at 5% per annum, payable semi-annually. Redeemable  
at any time after August 1, 1915, at par and accrued interest; or before  
August 1, 1915, at 105 and accrued interest, in event of the City of Pitts-  
burgh or other Municipality electing to acquire the whole or any part of  
the Company's water-works system and plant, subject to the mortgage  
securing said bonds, or for other cause satisfactory to the Company.

Total authorized issue, \$5,000,000; issued and outstanding, \$1,797,000;  
unissued, \$3,203,000 (of which \$27,000 are held in the treasury as a free  
asset). The Company now proposes to issue \$26,000 of Bonds, which are  
to be sold for cash to net the Company 93% and accrued interest.

Bonds, ..... \$26,000

Purpose of issue: "To obtain funds for the payment of debts contracted  
by the Company for the purchase of supplies."

CERTIFICATE No. 149.

Filed November 18, 1914, by

DAUPHIN COUNTY GAS COMPANY

Amount.

with respect to its

Twenty-Year Consolidated Mortgage 5% Gold Bonds, dated August 1, 1905, due August 1, 1925. Interest payable February 1st and August 1st of each year. The Colonial Trust Company, Philadelphia, Pa., Trustee. Bonds are subject to call, for payment or purchase, February 1, 1910, or upon any interest date thereafter, at 102½ and accrued interest.

Total authorized issue, \$750,000; issued and outstanding, \$405,000; unissued, \$345,000 (of which \$160,000 are reserved for the purpose of retiring underlying bonds, leaving \$185,000 to be issued at par for 90% of amounts expended for improvements). The Company now proposes to issue \$8,000 of Bonds, which will be delivered to the Harrisburg Gas Company, lessee of the Company's plant.

Bonds, ..... \$8,000

Purpose of issue: To be delivered to the Harrisburg Gas Company in payment for improvements to the Company's plant.

CERTIFICATE No. 150.

Filed November 19, 1914, by

CHESTER COUNTY GAS COMPANY

with respect to its

Twenty-Year First Consolidated Mortgage 5% Gold Bonds dated December 1, 1905, due December 1, 1925. Interest at the rate of 5% per annum, payable June 1st and December 1st of each year. Bonds are subject to call, for payment or purchase, June 1, 1910, or upon any interest date thereafter, at 102½% and accrued interest. Chester County Trust Company, Trustee.

Total authorized issue, \$500,000; issued and outstanding, \$333,000; unissued, \$167,000. In this certificate the Company advises of the issuance of \$4,000 of Bonds, which are to be sold for cash at 92½ and accrued interest.

Bonds, ..... \$4,000

Purpose of issue: To reimburse the treasury of the Company for 80% of the amounts actually expended by the Company in acquiring additional property, rights, licenses and franchises, and for improvements, extensions, enlargements, equipments and betterments of the business, plants and property of the Company.



CERTIFICATE No. 151.

Filed November 19, 1914, by

COUNTIES GAS AND ELECTRIC COMPANY

Amount.

with respect to its

General Mortgage 5% 50-Year Gold Bonds dated October 1, 1912, due October 1, 1962. Interest payable semi-annually, on April 1 and October 1 of each year. Commercial Trust Company, of Philadelphia, Penna., Trustee.

Total authorized issue, \$7,500,000; issued, \$1,216,000 (of which \$958,000 are outstanding and \$258,000 are held in the treasury as a free asset); unissued, \$6,284,000. In this certificate the Company advises that \$84,000 of Bonds hertofore held in the treasury as a free asset are to be sold for cash at 95½ and accrued interest.

Bonds, ..... \$84,000

CERTIFICATE No. 152.

Filed November 19, 1914, by

HARRISBURG GAS COMPANY

with respect to its

First Mortgage 5% 25-Year Gold Bonds dated February 2, 1903, due February 1, 1928. Interest payable semi-annually, on February 1st and August 1st of each year.

Total authorized issue, \$1,750,000; issued and outstanding, \$1,423,000; unissued, \$327,000. In this certificate the Company proposes to issue \$92,000 of Bonds, which are to be sold for cash at 98½ and interest.

Bonds, ..... \$92,000

Purpose of issue: To reimburse the treasury of the Company for money expended in making additions to or extensions or betterments of its plants, or acquiring other plants or property, real or personal.

CERTIFICATE No. 153.

Filed November 19, 1915, by

COUNTIES GAS AND ELECTRIC COMPANY

with respect to its

General Mortgage 5% 50-Year Gold Bonds dated October 1, 1912, due October 1, 1962. Interest payable semi-annually, on April 1st and October 1st of each year. Commercial Trust Company, of Philadelphia, Pa., Trustee

Total authorized issue, \$7,500,000; issued, \$1,216,000 (of which \$1,042,000 are outstanding and \$174,000 are held in the treasury as a free asset); unissued, \$6,284,000. In this certificate the Company advises that the \$174,000 of Bonds heretofore held in the treasury as a free asset are to be sold for cash at 95½ and interest.

Bonds, ..... \$174,000

CERTIFICATE No. 154.

Filed November 21, 1914, by

PENNSYLVANIA WATER AND POWER COMPANY

with respect to its

Five per cent. Gold Bonds, dated January 27, 1910, due January 1, 1940.

Total authorized issue, \$12,500,000; issued and outstanding, \$9,635,000; unissued, \$2,865,000. In this certificate the Company proposes to issue \$850,000 of Bonds, which will be held in the treasury as a free asset.

Bonds, ..... \$850,000

Purpose of issue: To reimburse the treasury of the Company for moneys expended from time to time on extensions and improvements to its mortgaged property.

CERTIFICATE No. 155.

Filed November 21, 1914, by

COUNTIES GAS AND ELECTRIC COMPANY

with respect to its

General Mortgage 5% 50-Year Gold Bonds dated October 1, 1912, due October 1, 1962. Interest payable semi-annually, on April 1st and October 1st of each year. Bonds are redeemable at the option of the Company on October 1, 1917, or any interest date thereafter, at 105 and accrued interest. Commercial Trust Company, of Philadelphia, Pa., Trustee.

Total authorized issue, \$7,500,000; issued and outstanding, \$1,216,000; unissued, \$6,284,000. The Company now proposes to issue \$82,000 of Bonds, which will be sold for cash at 95½ and interest.

Bonds, ..... \$82,000

Purpose of issue: To reimburse the treasury of the Company for the actual cost of additions to, or extensions or betterments of, its plant or property.

CERTIFICATE No. 156.

Filed November 23, 1914, by

THE QUEMAHONING BRANCH RAILROAD COMPANY

with respect to its

Amount.

First Mortgage Bonds dated November 1, 1914, due November 1, 1964. Interest at 5% per annum, payable semi-annually, on May 1st and November 1st of each year. No conversion rights are granted to the holders thereof, and the Bonds are not redeemable.

Total authorized issue, \$5,000,000; none of which has as yet been issued. In this certificate the Company proposes to issue \$2,500,000 of Bonds, which are to be sold for cash at par.

Bonds, ..... \$2,500,000

Purpose of issue: To repay advances made to the Company for the construction of its railroad.

CERTIFICATE No. 157.

Filed November 23, 1914, by

WEST PENN TRACTION COMPANY

with respect to its

First Mortgage 5% Gold Bonds dated June 1, 1910, due June 1, 1960. Trust Company of America, New York City, Trustee.

Total authorized issue, \$25,000,000; outstanding, \$5,465,500; pledged as collateral security for the Company's \$9,200,000 of 6% Collateral Trust Gold Notes dated March 2, 1914, \$4,515,000; in treasury of the Company, \$15,019,500. The \$15,019,500 of bonds in the treasury of the Company are not, however, a free asset, their issuance being contingent upon the amount of 6% Collateral Trust Gold Notes outstanding at any one time. The resolution of the stockholders and directors of the West Penn Traction Company authorizing the issue of \$9,200,000 of gold notes, provides that said notes shall be issued in lieu of an equal amount of first mortgage bonds, and the aggregate amount of all said bonds and notes issued shall not exceed the sum of \$25,000,000.

In this certificate the West Penn Traction Company advised of the pledging of \$341,000 of bonds held in the treasury of the Company as collateral security for the said 6% Collateral Trust Gold Notes.

Bonds, ..... \$341,000

CERTIFICATE No. 158.

Filed November 24, 1914, by

SOLAR ELECTRIC COMPANY

Amount

with respect to its

Capital Stock,

Total authorized issue, \$10,000 (200 shares of the par value of \$50.00 per share); issued and outstanding, \$10,000. In this certificate the Company proposes to increase its capital stock from \$10,000 to \$20,000. The amount of increase (\$10,000), to be issued to the stockholders as a stock dividend.

Capital Stock, ..... \$10,000

Purpose of issue: To pay the stockholders, in capital stock, the amount of earnings used as capital and actually invested in the extension of the Company's plant, equipment and property.

CERTIFICATE No. 159.

Filed November 30, 1914, by

LEHIGH VALLEY TRANSIT COMPANY

with respect to its

Refunding and Improvement Mortgage 50-Year Gold Bonds, dated June 1, 1910, due June 1, 1960. Interest at the rate of 5% per annum, payable semi-annually. Bonds are redeemable on any semi-annual interest day, during the first ten years, at 105 and accrued interest, and during the remaining forty years, at 110 and accrued interest.

Total authorized issue, \$15,000,000 (of which \$7,500,000 shall be used exclusively to retire outstanding First Mortgage Bonds and Consolidated Mortgage Bonds); issued, \$5,136,000; outstanding, \$5,115,000 (of which \$1,931,000 were issued to retire outstanding First Mortgage Bonds and Consolidated Mortgage Bonds); held in the treasury of the Company as a free asset, \$21,000; unissued, \$9,864,000. In this certificate the Company proposes to issue \$81,000 of Bonds, which will be held in the treasury of the Company as a free asset.

Bonds, ..... \$81,000

Purpose of issue: For the construction of certain betterments, improvements and enlargements, and acquiring certain rolling-stock, equipment and other property.



CERTIFICATE No. 160

Filed December 1, 1914, by

YORK RAILWAYS COMPANY

Amount.

with respect to its

First Mortgage 5% 30-Year Coupon Gold Bonds, dated December 2, 1907, due December 1, 1937. Bonds may be retired at 110% of their par value. Guarantee Trust and Safe Deposit Company of Philadelphia, Trustee.

Total authorized issue, \$10,000,000; issued, \$4,425,000 (of which \$3,748,000 are outstanding, \$10,000 pledged to secure an annual payment of \$660.00 under an agreement in a damage settlement, and \$667,000 pledged as collateral for an issue of \$500,000 Collateral Trust 6% Notes); unissued, \$5,575,000. In this certificate the Company advises of the issue of \$50,000 of Bonds, which are to be sold for cash at 87½%.

Bonds, ..... \$50,000

Purpose of issue: Railway Extensions, Track and New Equipment; Light Company extensions, lines, new equipment and additions to power plant.

CERTIFICATE No. 161.

Filed December 1, 1914, by

YORK RAILWAYS COMPANY

with respect to its

First Mortgage 5% 30-Year Coupon Gold Bonds dated December 2, 1907, due December 1, 1937. Bonds may be retired at 110% of their par value. Guarantee Trust and Safe Deposit Company, of Philadelphia, Trustee.

Total authorized issue, \$10,000,000; issued, \$4,475,000 (of which \$3,798,000 are outstanding, \$10,000 pledged to secure an annual payment of \$660.00 under an agreement in a damage settlement, and \$667,000 pledged as collateral for an issue of \$500,000 Collateral Trust 6% Notes); unissued, \$5,525,000. In this certificate the Company proposes to issue \$58,000 of Bonds, \$50,000 of which will be sold for cash at 87½, and \$8,000 will be held in the treasury of the Company as a free asset.

Bonds, ..... \$58,000

Purpose of issue: Railway extensions, track and new equipment; Light Company extensions, lines, new equipment and additions to power plant, land company purchase of real estate.

CERTIFICATE No. 162.

Filed December 1, 1914, by

YORK RAILWAYS COMPANY

Amount

with respect to its

First Mortgage 5% 30-Year Coupon Gold Bonds, dated December 2, 1907, due December 1, 1937. Bonds may be retired at 110% of their par value. Guarantee Trust and Safe Deposit Company, of Philadelphia, Trustee.

Total authorized issue, \$10,000,000; issued, \$4,533,000 (of which \$3,848,000 are outstanding, \$10,000 pledged to secure the annual payment of \$660.00 under an agreement in a damage settlement, \$667,000 pledged as collateral for an issue of \$500,000 Collateral Trust 6% Notes, and \$3,000 held in the treasury as a free asset); unissued, \$5,467,000. In this certificate the Company proposes to issue \$55,000 of Bonds, which are to be held in the treasury of the Company.

Bonds, ..... \$55,000

Purpose of issue: Railway extensions, track and new equipment; Light Company extensions, lines, new equipment and additions to power plant.

CERTIFICATE No. 163.

Filed December 2, 1914, by

ELK NATURAL GAS COMPANY

with respect to its

Capital Stock.

Total authorized issue, 3,000 shares, par value \$100.00 per share, \$300,000; outstanding, \$500.00; unissued, \$299,500, all of which the Company proposes to issue.

Capital Stock, ..... \$299,500

Purpose of issue: "In payment for certain leases and contracts for the purchase of natural gas necessary and useful in the conduct of the business."

First Mortgage 6% Sinking Fund Gold Bonds, maturing October 1, 1929. Interest payable semi-annually, on October 1st and April 1st of each year. Bonds may be redeemed at any interest period at 107½ and accrued interest. A sinking fund of 8% of the face value of the bonds outstanding on the first day of October, 1918, and in like manner on the first day of October of each year thereafter, shall be paid to The Colonial Trust Company, of Pittsburgh, Pa., Trustee

Amount.

Total authorized issue, \$200,000, none of which has been issued. The Company now proposes to issue \$40,000 of Bonds, which are to be sold at 80.



Bonds, ..... \$40,000

Purpose of issue: " . . . . for the construction of pipe lines, meters and fittings in connection therewith, pumping stations and the real estate upon which they are located and other extensions to the plant and property of the Company."

CERTIFICATE No. 164.

Filed December 3, 1914, by

EDISON ELECTRIC COMPANY

with respect to its

First and Refunding 5% Gold Mortgage Bonds dated February 1, 1913, due February 1, 1943. The Lancaster Trust Company, Trustee.

Total authorized issue, \$5,000,000 (of which \$425,000 are reserved to retire prior lien bonds); issued and outstanding, \$1,000,000; unissued, \$4,000,000. In this certificate the Company proposes to issue \$142,000 of Bonds, \$102,000 of which will be sold for cash and \$40,000 will be used to pay in part for the purchase of additional property and franchises.

Bonds, ..... \$142,000

Purpose of issue: To reimburse the Company for expenditures made from December 1, 1912, to September 30, 1914, for additions, extensions, improvements and betterments to its several properties and works, and for the purchase of additional property and franchises.

CERTIFICATE No. 165.

Filed December 3, 1914, by

SCRANTON ELECTRIC COMPANY

with respect to its

Trust and Refunding Mortgage 5% Gold Bonds dated July 1, 1907, due July 1, 1937. Interest payable semi-annually, on January 1st and July 1st of each year. Bonds may be redeemed at 110 and accrued interest at any interest day.

Amount.

Total authorized issue, \$10,000,000; issued, \$4,584,000 (of which \$4,267,000 are outstanding and \$317,000 have been retired); unissued, \$5,416,000. The Company now proposes to issue \$170,000 of Bonds, which are to be sold for cash to net the Company 94½.

Bonds, ..... \$170,000

Purpose of issue: To be used for betterments, improvements, extensions, purchases and additions to plant and property.

CERTIFICATE No. 166.

Filed December 3, 1914, by

TITUSVILLE TRACTION COMPANY

with respect to its

Common Capital Stock.

Total authorized issue, 2,500 shares of a par value of \$50.00 per share, or \$125,000 (none of which has been issued). In this certificate the Company proposes to issue the full amount of its Common Capital Stock.

Common Capital Stock, ..... \$125,000

Purpose of issue: To be issued to the persons for and on whose account the franchises and property of the Titusville Electric Traction Company were purchased, upon the conveyance to this Company of all the material, rolling-stock, property and franchises of every kind and nature so purchased.

First Mortgage 5% Gold Bonds dated July 1, 1914, due July 1, 1924. Bonds may be redeemed at any interest period at par and accrued interest.

Total authorized issue, \$106,000, none of which are issued and outstanding. In this certificate the Company proposes to issue all the bonds, to be exchanged for the First Mortgage 6% Gold Bonds of the Titusville Electric Traction Company, amounting to \$100,000, and funding the accrued interest due on said Bonds amounting to \$6,000.

Bonds, ..... \$106,000

Second Mortgage 5% Gold Bonds dated July 1, 1914, due July 1, 1924. Bonds may be redeemed at any interest period at par and accrued interest.

Total authorized issue, \$150,000, none of which are issued and outstanding. In this certificate the Company proposes to issue all of the Bonds, to be exchanged pro rata for the \$200,000 Second Mortgage 6% Gold Bonds of the Titusville Electric Traction Company.

Bonds, ..... \$150,000



CERTIFICATE No. 167.

Filed December 4, 1914, by

JOHNSTOWN TELEPHONE COMPANY

Amount

with respect to its

Capital Stock.

Total authorized issue, 40,000 shares of the par value of \$50.00 per share, or \$2,000,000; issued and outstanding, 14,000 shares, \$700,000; unissued, 26,000 shares, \$1,300,000. In this certificate the Company proposes to issue 2,000 shares of its Capital Stock, par value \$100,000, to be issued to the present stockholders at par, in proportion to their holdings; the first installment (of 25%) payable on or before December 10, 1913.

Capital Stock, ..... \$100,000

Purpose of issue: To extend and increase the business of the Company.

CERTIFICATE No. 168.

Filed December 5, 1914, by

PHILADELPHIA SUBURBAN GAS AND ELECTRIC COMPANY

with respect to its

Five per cent. First and Refunding Mortgage Gold Bonds dated February 1, 1910, due February 1, 1960. Girard Trust Company, of Philadelphia, Trustee.

Total authorized issue, \$10,000,000; issued heretofore, \$4,889,000 (of which \$4,865,500 are outstanding, \$11,000 held by the trustee to retire outstanding bonds of the Suburban Gas Company of Philadelphia, and \$12,500 held in the treasury of the Company to retire the outstanding stock of underlying companies merged with the Philadelphia Suburban Gas and Electric Company); unissued, \$5,111,000 (of which \$3,296,000 are reserved by the Trustee to retire outstanding issues of underlying companies, leaving \$1,815,000 that may be issued for future improvements, betterments and additions to the plants of the Company). It is now proposed to issue \$53,000 of bonds, which will be sold for cash, at 89 and accrued interest, to Messrs. Henry and West.

Bonds, ..... \$53,000

Purpose of issue: To reimburse the company in the amount of 90% of the cost of improvements placed upon its plants to October 31, 1914

## CERTIFICATE No. 169.

Filed December 7, 1914, by

## SOUTH PITTSBURGH WATER COMPANY

Amount.

with respect to its

First Mortgage 50-Year Gold Bonds dated August 1, 1905, due August 1, 1955.

This certificate is filed to correct a typographical error in Certificate No. 132½, in which the Company stated \$1,389.16 had been received from the sale of eleven Bonds of a par value of \$11,000, whereas the amount should have been \$10,389.16.

## CERTIFICATE No. 170.

Filed December 8, 1914, by

## SOUTH PITTSBURGH WATER COMPANY

with respect to its

First Mortgage 5% 50-Year Gold Bonds dated August 1, 1905, due August 1, 1955.

In this certificate the South Pittsburgh Water Company advises that the twelve Bonds of the par value of \$12,000 which it proposed to issue in Certificate No. 148, filed November 16, 1914, have been issued and sold for the cash sum of \$11,160.00.

## CERTIFICATE No. 171.

Filed December 9, 1914, by

## BUFFALO, ROCHESTER AND PITTSBURGH RAILWAY COMPANY

with respect to its

Four and one-half per cent. Consolidated Mortgage Bonds dated May 1, 1907, due May 1, 1957. Interest payable semi-annually, on the first days of May and November of each year. Bonds are not subject to redemption. Central Trust Company, of New York, Trustee.

Total authorized issue, \$35,000,000; issued, \$9,887,000, of which \$9,612,000 are outstanding and \$275,000 are held in the treasury of the Company

	Amount.
(\$100,000 of this amount has been sold but not delivered); unissued, \$25,113,000. In this certificate the Company proposes to issue \$1,020,615.29 of Bonds.	
Bonds, .....	\$1,020,615 29

Purpose of issue: To pay and discharge an indebtedness incurred by extensions, betterments, and permanent improvements and for the acquisition of additional property.

CERTIFICATE No. 172.

Filed December 12, 1914, by

PENN CENTRAL LIGHT AND POWER COMPANY  
with respect to its

First and Consolidated Mortgage Bonds dated July 1, 1914.  
In this certificate the Company advises that the \$64,000 of Bonds reported in Certificate No. 95 (filed July 9, 1914) as being pledged to secure a loan of \$50,000, have been repledged to secure a loan for a like amount, and in addition it has pledged \$40,000 of Bonds heretofore held in the treasury of the Company as a free asset to secure a loan of \$30,000, leaving \$37,000 of Bonds in the treasury of the Company as a free asset.

Bonds, .....	\$90,000
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CERTIFICATE No. 173.

Filed December 12, 1914, by

SOUTH PITTSBURGH WATER COMPANY  
with respect to its

First Mortgage 5% 50-Year Gold Bonds dated August 1, 1905, due August 1, 1955.  
In this certificate the Company advises that \$14,000 of Bonds, being a portion of its bonds mentioned and described in Certificate No. 148 (filed November 16, 1914) are to be sold for cash to net the Company 84½ and accrued interest at date of sale.

Bonds, .....	\$14,000
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CERTIFICATE No. 174.

Filed December 14, 1914, by

THE GIRARD WATER COMPANY

Amount.

with respect to its

Common Capital Stock.

Total authorized issue, \$500,000, being 5,000 shares having a par value of \$100.00 each; issued and outstanding, \$300,000; unissued, \$200,000. In this certificate the Company proposes to issue \$50,000 of its stock, which is to be sold for cash at par value.

Capital Stock, ..... \$50,000

Purpose of issue: For the construction of additional reservoirs, pipe lines and pumping plants, acquiring additional water rights and water sheds, and to protect its supply of water from contamination.

CERTIFICATE No. 175.

Filed December 14, 1914, by

SOUTH PITTSBURGH WATER COMPANY

with respect to its

First Mortgage 5% 50-Year Gold Bonds dated August 1, 1905, due August 1, 1955.

In this Certificate the Company advises that \$14,000 of the Bonds mentioned and described in Certificate No. 148 (filed November 16, 1914), have been sold for cash, and the Company realized the sum of \$11,830.00.

Bonds, ..... \$14,000

CERTIFICATE No. 176.

Filed December 16, 1914, by

METROPOLITAN ELECTRIC COMPANY

with respect to its

First Mortgage 5% Sinking Fund Gold Bonds dated April 1, 1909. Girard Trust Company, Trustee.

Total authorized issue, \$5,000,000; issued, \$2,714,000 (of which \$2,688,000 are outstanding and \$26,000 have been retired); unissued, \$2,286,000. In this Certificate the Company proposes to issue \$25,500 of Bonds, which are to be sold for cash at 92½.

Bonds, ..... \$25,500

Purpose of issue: ".....for betterments, improvements, and extensions to property of the Company."



CERTIFICATE No. 177.

Filed December 16, 1914, by

EDISON ELECTRIC COMPANY

Amount.

with respect to its

Common Capital Stock.  
Total authorized issue, 36,300 shares of the par value of \$50.00 per share, or \$1,815,000; issued and outstanding, \$1,717,500; unissued, \$97,500. In this Certificate the Company proposes to issue 400 shares of its Capital Stock, having a par value of \$20,000.

Capital Stock, .....	\$20,000
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Purpose of issue: To pay in part for the purchase of additional property and franchises in New Holland Borough.

CERTIFICATE No. 178.

Filed December 16, 1914, by

HAGERSTOWN AND FREDERICK RAILWAY COMPANY OF PENNSYLVANIA

with respect to its

Common Capital Stock.  
Total authorized issue, 1,000 shares of the par value of \$50.00 per share, or \$50,000, of which none has been issued. In this Certificate the Company proposes to issue the entire \$50,000 of Capital Stock, the same to be delivered to persons for or on whose account the property, rights and franchises, located in Pennsylvania, of the Hagerstown and Frederick Railway Company, were purchased.

Capital Stock, .....	\$50,000
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CERTIFICATE No. 179.

Filed December 24, 1914, by

CHESTER VALLEY ELECTRIC COMPANY

with respect to its

Five per cent. First Mortgage Bonds dated March 1, 1911, due March 1, 1941. Interest payable semi-annually, on March 1 and September 1 of each year. Callable on any interest date at 102½. Girard Trust Company, of Philadelphia, Trustee.

Total authorized issue, \$750,000; outstanding, \$283,000; unissued, \$467,000. The Company now proposes to issue \$17,000 of Bonds, which are to be sold for cash, at 85 and accrued interest, to Messrs. Baker, Ayling & Company, of Boston, Mass., and Philadelphia, Pa.

Bonds, .....

\$17,000

Purpose of issue: ".....to reimburse the treasury of the Company for 85% of the cash expended for improvements, betterments and extensions since last issue of Bonds" (February 2, 1914).

CERTIFICATE No. 180.

Filed December 28, 1914, by

LEHIGH AND NEW ENGLAND RAILROAD COMPANY

with respect to its

Common Capital Stock.

Total authorized issue, 150,000 shares, having the par value of \$50.00 per share, or a total of \$7,500,000; issued and outstanding, \$4,645,000; unissued, \$2,855,000. The Company now proposes to issue 27,100 shares of its Common Stock, of the par value of \$1,355,000, which has been sold for cash at par.

Capital Stock, .....

\$1,355,000

Purpose of issue: "Proceeds are to be applied to the payment of a promissory note of the Company for \$1,364,041.55."

CERTIFICATE No. 181.

Filed December 31, 1914, by

WEST PENN TRACTION COMPANY

with respect to its

First Mortgage 5% Gold Bonds dated June 1, 1910, due June 1, 1960. Trust Company of America, New York City, Trustee.

Total authorized issue, \$25,000,000; outstanding, \$5,465,500; pledged as collateral security for the Company's \$9,200,000 of 6% Collateral Trust Gold Notes dated March 2, 1914, \$4,856,000; in treasury of the Company, \$14,678,500. The \$14,678,500 of bonds in the treasury of the Company are not, however, a free asset, their issuance being contingent upon the amount of 6% Collateral Trust Gold Notes outstanding at any one time. The resolution of the stockholders and directors

Amount.

of the West Penn Traction Company authorizing the issue of \$9,200,000 of gold notes, provides that said notes shall be issued in lieu of an equal amount of first mortgage bonds, and the aggregate amount of all said bonds and notes issued shall not exceed the sum of \$25,000,000.

In this certificate the West Penn Traction Company advises of the pledging of \$345,000 of bonds held in the treasury of the Company as collateral security for the said 6% Collateral Trust Gold Notes.

Bonds, .....	\$345,000
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CERTIFICATE No. 182.

Filed December 31, 1914, by

WEST BRANCH BELL TELEPHONE COMPANY

with respect to its

Common Capital Stock

Total authorized issue, 1,000 shares of the par value of \$50.00 per share, or \$50,000; issued and outstanding, \$38,100; unissued, \$11,900. The Company now proposes to issue 138 shares of its Capital Stock, of the par value of \$6,900, which is to be sold for cash at \$60.00 per share.

Capital Stock, .....	\$6,900
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Purpose of issue: For "the payment of the cost of construction of telephone lines already constructed and other lines contemplated."

CERTIFICATE NO. 183.

Filed January 1, 1915, by

PIKE COUNTY LIGHT AND POWER COMPANY

with respect to its

Amount.

Common Capital Stock. Total authorized issue \$65,000, none of which has as yet been issued. It is now proposed to issue 235 shares, of the par value of \$100 each, or an aggregate of \$23,500.

Capital Stock, ..... \$23,500

Purpose of issue: To be exchanged for a like amount of the capital stock of the old Pike County Light and Power Company, Milford Electric Company, Milford Township Electric Company and Westfall Electric Company, which companies were merged to form the present Pike County Light and Power Company.

CERTIFICATE NO. 184.

Filed January 6, 1915, by

PHILADELPHIA SUBURBAN GAS AND ELECTRIC COMPANY

with respect to its

Five per cent. First and Refunding Mortgage Gold Bonds dated February 1, 1910, due February 1, 1960. Girard Trust Company of Philadelphia, Trustee.

Total authorized issue, \$10,000,000; issued heretofore, \$4,941,000 (of which \$4,929,500 is outstanding and \$11,500 held in the treasury to redeem outstanding stock of the Suburban Gas Company and the Chester County Public Service Company, which companies were merged into the Philadelphia Suburban Gas and Electric Company); unissued, \$5,059,000 (of which \$3,297,000 is reserved by the Trustee to retire outstanding issues of underlying companies, leaving \$1,762,000 that may be issued for future improvements, betterments and additions to the Company's plants). It is now proposed to issue \$53,000 of bonds, which will be sold for cash, at 89 and accrued interest, to Messrs. Henry and West.

Bonds, ..... \$53,000

Purpose of Issue: To reimburse the Company in the amount of 90% of the cost of improvements placed upon its plants to November 30, 1915.



CERTIFICATE NO. 185.

Filed January 8, 1915, by

SUSQUEHANNA TRANSMISSION COMPANY OF PENNSYLVANIA.

Amount.  
with respect to its

First Mortgage 5% Gold Bonds dated January 1, 1911, due January 1, 1940. Total authorized issue, \$2,500,000; outstanding, \$183,000; unissued, \$2,317,000. It is now proposed to issue 44 bonds, of the par value of \$1,000 each, or an aggregate of \$44,000.

Bonds, ..... \$44,000

Purpose of issue: The bonds are to be delivered to the Pennsylvania Water and Power Company, at 90% of the face value thereof, as part repayment of moneys advanced by the Water and Power Company to the Transmission Company.

CERTIFICATE NO. 186.

Filed January 8, 1915, by

LEHIGH VALLEY TRANSIT COMPANY

with respect to its

Refunding and Improvement Mortgage 50-Year 5% Gold Bonds dated June 1, 1910, due June 1, 1960. Lehigh Valley Trust Company, Trustee. It is now proposed to return to the Trustee, \$65,000 of bonds heretofore received from the Trustee in excess of the capital expenditures for which they were taken down.

Bonds, ..... \$65,000

CERTIFICATE NO. 187.

Filed January 9, 1915, by

PHILADELPHIA RAPID TRANSIT COMPANY

with respect to its

Fifty-year 5% Sinking Fund Gold Bonds dated May 1, 1912, due May 1, 1962. Interest payable semi-annually, on May 1 and September 1 of each year. Commercial Trust Company, Trustee. Principal and interest guaranteed by the Union Traction Company of Philadelphia. The

Company has the right to call in all, but not less than all, of the bonds outstanding at March 1, 1917, or on the first day of any succeeding March, at 105 and accrued interest.

Total authorized issue, \$10,000,000; issued \$8,000,000; unissued, \$2,000,000. It is now proposed to sell, at 90 and accrued interest, \$2,300,000 of bonds that were issued heretofore and that are now held in the treasury as a free asset; the Company to have the right, at its option, to repurchase all or any part of said bonds, at 90 and accrued interest, on or before June 30, 1915.

Amount.

Bonds, .....	\$2,300,000
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CERTIFICATE NO. 188.

Filed January 9, 1915, by

THE SHARON BRIDGE COMPANY

with respect to its

Six per cent. Bonds dated January 2, 1905, due January 2, 1960. Secured by a mortgage upon the property and franchises of the Company. Interest payable semi-annually. Bonds may be called for redemption, at par, at any interest-paying date. Beaver Trust Company, Trustee.

Total authorized issue, \$28,000; outstanding, \$20,000; unissued, \$8,000. It is now proposed to issue eighty bonds, in denominations of \$100, or an aggregate of \$8,000, which will be sold for cash, at par, to the Company's stockholders, if possible.

Bonds, .....	\$8,000
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Purpose of issue: To provide funds for repairing damage to bridge resulting from the floods in March, 1913.

CERTIFICATE NO. 189.

Filed January 13, 1915, by

WEST PENN RAILWAYS COMPANY

with respect to its

Second Mortgage and Collateral Trust 5% Gold Bonds dated April 1, 1910, due April 1, 1931. The Trust Company of America, Trustee.

Total authorized issue, \$6,000,000; issued and outstanding, \$2,239,000; unissued, \$3,761,000. No further issue of these bonds is contemplated at this time. In this Certificate the West Penn Railways Company advises with respect to \$2,239,000 of bonds previously issued.

Amount

Bonds, .....

\$2,239,000

Purpose of issue: To pay the floating indebtedness of and to provide working capital for the Company, and for betterments and improvements.

CERTIFICATE NO. 190.

Filed January 20, 1915, by

PHILADELPHIA COMPANY

with respect to its

Common Stock Dividend Script Certificates dated February 1, 1915, due February 1, 1918. Certificates to bear interest at 7% per annum payable semi-annually, on August 1 and February 1 of each year. Redeemable at the option of the Company, at par and accrued interest, at any time before maturity.

Total authorized issue, \$683,250.75; all of which it is now proposed to issue.

Dividend Script Certificates, .....

\$683,250 75

Purpose of issue: To be issued to holders of record on January 18, 1915, of common capital stock of the Company, as representing the proportionate interests of such holders of record to a dividend of 1½% declared payable in script on February 1, 1915.

CERTIFICATE NO. 191

Filed January 20, 1915, by

JAMESTOWN WATER COMPANY

with respect to its

First mortgage 6% Bonds dated January 1, 1915, due January 1, 1930. Interest payable semi-annually, on January 1 and July 1, of each year. Crawford County Trust Company, Trustee.

Total authorized issue, \$25,000; none of which has as yet been issued. It is now proposed to issue and sell 40 bonds in denominations of \$500 and 50 bonds in denominations of \$100, or an aggregate of \$25,000.

Bonds, .....

\$25,000

Purpose of issue: "The bonds are to be sold and the proceeds of such sale applied on the said Jamestown Water Company's indebtedness."

CERTIFICATE NO. 192.

Filed January 20, 1915, by

SEWICKLEY TOWNSHIP POWER COMPANY

with respect to its

Amount

Common Capital Stock. Total authorized issue, \$5,000, none of which has as yet been issued. It is now proposed to issue 50 shares, of the par value of \$10 per share, or an aggregate of \$500.

Capital Stock, ..... \$500

Purpose of issue: To be delivered to subscribers for a cash consideration.

CERTIFICATE NO. 193.

Filed January 23, 1915, by

PENN CENTRAL LIGHT AND POWER COMPANY

with respect to its

First and Consolidated 6% Mortgage Bonds dated February 1, 1913, due February 1, 1963. Interest payable semi-annually, on February 1 and August 1 of each year. Philadelphia Trust, Safe Deposit and Insurance Company, Trustee.

Total authorized issue, \$7,500,000; issued, \$1,841,000 (of which \$1,700,000 is outstanding, \$102,000 pledged as security for loans, and \$39,000 held in the treasury of the Company as a free asset); unissued, \$5,659,000.

In this Certificate the Penn Central Light and Power Company advises that they have renewed certain loans in the principal amount of \$50,000, maturing December 24, 1914, and January 14, 1915 (the new maturities being April 24, 1915, and May 14, 1915, respectively), and have re-pledged as collateral security for the renewed loans, \$62,000 of the \$64,000 of First and Consolidated 6% Mortgage Bonds that were pledged as security for the original loans. The \$2,000 of bonds thus released will be returned to the treasury of the Company and held as a free asset.

Bonds, ..... \$62,000

CERTIFICATE NO. 194.

Filed January 30, 1915, by

PHILADELPHIA SUBURBAN GAS AND ELECTRIC COMPANY

with respect to its

Five per cent. First and Refunding Mortgage Gold Bonds dated February 1, 1910, due February 1, 1960. Girard Trust Company of Philadelphia, Trustee.

Total authorized issue, \$10,000,000; issued, \$4,995,000 (of which \$4,983,500 is outstanding and \$11,500 held in the treasury of the Company to retire the outstanding capital stock of the Suburban Gas Company and



the Chester County Public Service Company, which companies were merged into the Philadelphia Suburban Gas and Electric Company); unissued, \$5,005,000 (of which \$3,296,000 is reserved by the Trustee to retire outstanding issues of underlying companies, leaving \$1,709,000 to be issued for future improvements, betterments and additions to the Company's plants). It is now proposed to issue \$13,000 of bonds out of the \$1,709,000 that may be issued for improvements, betterments and additions to the Company's plants. These bonds will be sold for cash, at 89 and accrued interest, to Messrs. Henry and West.

Amount.

Bonds, .....

\$13,000

Purpose of issue: To reimburse the Company in the amount of 90% of the cost of improvements placed upon its plants to December 31, 1914.

CERTIFICATE NO. 195.

Filed February 1, 1915, by

DUQUESNE LIGHT COMPANY

with respect to its

Three-Year 5% Convertible Gold Notes (either coupon or registered), dated February 1, 1915, due February 1, 1918, par value \$1,000 each. Interest payable semi-annually, on February 1 and August 1 of each year. Bankers' Trust Company of New York City, Trustee.

The notes may be converted, at the option of the holder, before or at maturity, into full-paid non-assessable 7% cumulative preferred capital stock, on the basis of par for par. The Company may redeem any part of the notes at any time, upon sixty days' notice, at 101 and accrued interest.

Total amount authorized to be issued, \$2,500,000; all of which it is now proposed to issue and sell for cash, at 93.40% of the par value thereof and accrued interest, to Messrs. Landenburg, Thalmann & Company, and Messrs. Blair & Company, of New York.

Notes, .....

\$2,500,000

Purpose of issue: To provide funds for the general corporate purposes of the Company.

Full-paid Non-assessable 7% Cumulative Preferred Capital Stock, par value \$100 per share. Dividends when declared to be paid quarterly, on the first day of February, May, August and November of each year. This stock to have preference over the common capital stock of the Company in the distribution of both dividends and assets. Subject to redemption at the option of the Company on any dividend date, at 115 and accrued interest, upon sixty days' written notice.

Total amount authorized, \$10,000,000; none of which has been issued. It is proposed to issue from time to time as required for the conversion of the gold notes described above, \$2,500,000 of this stock.

Capital Stock, .....

\$2,500 000

Purpose of issue: To provide for the conversion into stock of \$2,500,000 of 3-Year 5% Convertible Gold Notes described above.

CERTIFICATE NO. 196.

Filed February 1, 1915, by

STONE HILL WATER COMPANY

with respect to its

Amount.

Common Capital Stock. Total amount authorized to be issued, \$5,000; outstanding prior to the filing of this Certificate, \$2,500; unissued, \$2,500. It is now proposed to issue and sell for cash the \$2,500 of stock heretofore unissued.

Capital Stock, ..... \$2,500

Purpose of Issue: To provide funds for making extensions and improvements to the Company's properties

CERTIFICATE NO. 197.

Filed February 2, 1915, by

PIKE COUNTY LIGHT AND POWER COMPANY

with respect to its

Amount.

Mortgage Bonds dated February 1, 1915. Logan Trust Company of Philadelphia, Trustee.

Total amount authorized to be issued, \$100,000; all of which is held in the treasury as a free asset. It is now proposed to issue and sell for cash, \$25,000 of bonds as follows: Bonds numbered 1 to 20, both inclusive, par value \$500 each, \$10,000; bonds numbered 101 to 115, both inclusive, par value \$1,000 each, \$15,000. No contract for the sale of the bonds has been entered into.

Bonds, ..... \$25,000

Purpose of Issue: Not given in the Certificate.

CERTIFICATE NO. 198.

Filed February 2, 1915, by

MOUNTAIN GAS COMPANY

with respect to its

Common Capital Stock. Total authorized issue, 500 shares par value \$100 per share, or \$50,000; all of which has been subscribed and paid for.

Capital Stock, ..... \$50,000

Purpose of issue: To provide cash capital required in the re-organization of the Company.

Six per cent First and Refunding Mortgage Gold Bonds dated May 1, 1914, par value \$500 each. Divided into series of ten bonds each, a series

maturing on the first of May each year, beginning May 1, 1915, and ending May 1, 1922. Bonds bear interest at 6% per annum, payable semi-annually on May 1 and November 1 of each year. The Coudersport Trust Company, Coudersport, Pa., Trustee.

Total authorized issue, \$40,000; all of which it is now proposed to issue.

Bonds, ..... \$40,000

Purpose of issue: To be exchanged for a like amount of bonds of the Roulette Gas Company, of which this Company is a re-organization.

CERTIFICATE NO. 199

Filed February 3, 1915, by

MERCER COUNTY LIGHT, HEAT AND POWER COMPANY.

with respect to its

First Mortgage Sinking Fund Gold Bonds dated January 1, 1912, due January 1, 1942. Subject to redemption by the Company at any time, upon four weeks' notice, at 105. Commonwealth Trust Company of Pittsburgh, Trustee.

Total amount authorized to be issued, \$200,000; issued and outstanding prior to the filing of this Certificate, \$77,300; issued and pledged as collateral security for notes held by banks and others, \$32,300; held by the Trustee and uncertified, \$90,400. It is now proposed to take down \$10,000 of the bonds held by the Trustee (par value \$1000 each), and either to sell them or pledge them as collateral security for promissory notes heretofore given or to be given to banks and others.

Bonds, ..... \$10,000

Purpose of issue: To reimburse the treasury for expenditures made in improving and extending the properties of the Company.

CERTIFICATE NO. 200.

Filed February 6, 1915, by

LOCK HAVEN ELECTRIC LIGHT AND POWER COMPANY

with respect to its

Common Capital Stock. Par value \$50 per share. Total amount authorized to be issued, \$100,000; outstanding, \$50,000. It is now proposed to issue \$50,000, which will be distributed to the present stockholders as a stock dividend.

Capital Stock, ..... \$50,000

Purpose of issue: The Company has accumulated property and assets of the reasonable value of at least \$100,000, and needs its present available funds for the prosecution and enlargement of its business, and the proposed increase of the capital stock of the Company is to have the reasonable value of the property and assets of the Company represented by the total amount of the capital stock thereof.

CERTIFICATE No. 201.

Filed February 8, 1915, by

YORK RAILWAYS COMPANY

with respect to its

Amount.

First Mortgage 5% 30-Year Gold Bonds dated December 2, 1907, due December 1, 1937. Guarantee Trust and Safe Deposit Company of Philadelphia, Trustee. Bonds callable at 110.

Total amount authorized to be issued, \$10,000,000; outstanding, \$4,588,000; unissued, \$5,412,000 (including \$677,000 pledged as security for various obligations.) It is now proposed to issue \$33,000.

Bonds, ..... \$33,000

Purpose of issue: To reimburse the treasury for extensions and additions made to the properties of the Company.

CERTIFICATE NO. 202.

Filed February 11, 1915, by

ANNVILLE AND PALMYRA GAS AND FUEL COMPANY

with respect to its

Preferred Capital Stock. Preferred both as to dividends and assets. May be redeemed at any time the Board of Directors may determine. Dividends not to exceed 6% per annum and not to be cumulative.

Total authorized issue, 4,000 shares, par value \$50 per share, or \$200,000; all of which it is now proposed to issue and exchange for outstanding bonds and notes of the Company, the exchange to be made on the basis of par for par.

Capital Stock, ..... \$200,000

Purpose of issue: To retire the outstanding funded debt of the Company and of its subsidiary, the Hummelstown Gas and Fuel Company.

CERTIFICATE NO. 203.

Filed February 16, 1915, by

THE PENNSYLVANIA RAILROAD COMPANY

with respect to its

Four and one-half per cent Bonds dated February 1, 1915, due August 1, 1960. Secured by consolidated mortgage dated July 1, 1873, and supplements thereto dated October 21, 1913, and January 15, 1915. Girard



Trust Company, Trustee. Interest payable semi-annually, on February 1 and August 1 of each year.

Amount.

The consolidated mortgage is a continuing lien to secure bonds to be issued from time to time, the amount outstanding at any one time not to exceed the amount of the full-paid capital stock or the sum of \$100,000,000. There are outstanding \$51,000,000 of these bonds, leaving \$49,000,000 that may be issued. It is now proposed to issue \$49,000,000 of interim certificates entitling the holders thereof on surrender of same to a like amount of 4½% consolidated mortgage bonds.

The \$49,000,000 of bonds have been sold to bankers at par and accrued interest, with the stipulation that the purchasers are to account to the Pennsylvania Railroad Company for one-half of any net profit that they may realize from the re-sale of such bonds in excess of 2½% of the par value.

Bonds, .....

\$49,000,000

Purpose of the issue: To meet maturing obligations of the Company and capital expenditures.

CERTIFICATE NO. 204.

Filed February 17, 1915, by

THE BEAVER VALLEY TRACTION COMPANY  
with respect to its

General Mortgage 5% 50-Year Gold Bonds dated November 1, 1903, due November 1, 1953. Interest payable semi-annually, on May 1 and November 1 of each year. Northern Trust Company, Trustee.

Total authorized issue, \$3,000,000; outstanding, \$700,000; unissued and held by the Trustee, \$2,300,000. It is now proposed to issue and sell for cash, at 87½ and accrued interest, \$25,000 of bonds, with the May 1 and subsequent coupons attached. Redeemable at any time at 110 and accrued interest.

Bonds, .....

\$25,000

Purpose of issue: To provide funds for the retirement at maturity of \$25,000 of 6% bonds of the Peoples' Electric Street Railway Company, dated February 20, 1895, due February 20, 1915.

CERTIFICATE NO. 205.

Filed February 17, 1915, by

EASTERN PENNSYLVANIA LIGHT, HEAT AND POWER CO.  
with respect to its

Six per cent. First Mortgage Gold Bonds dated October 1, 1909, due October 1, 1939. The Real Estate Trust Company of Philadelphia, Trustee.

Total authorized issue, \$2,500,000; outstanding, \$709,200; undisposed of, \$1,790,800. It is now proposed to issue \$28,800 of the bonds heretofore held in the treasury as a free asset, at 80% of the par value thereof. Bonds redeemable at par and accrued interest.

Amount

Bonds, ..... \$28,800

Purpose of issue: To be issued to the Eastern Pennsylvania Railways Company in re-payment of money borrowed from that company and expended for improvements and additions to the Light, Heat and Power Company's plants.

CERTIFICATE NO. 206.

Filed February 20, 1915, by

READING TRANSIT AND LIGHT COMPANY

with respect to its

First Refunding and Improvement Bonds dated December 1, 1913, due December 1, 1963. Bear interest at 5% per annum, payable semi-annually, on June 1 and December 1 of each year. Equitable Trust Company of New York, Trustee.

Total authorized issue, \$50,000,000; outstanding, \$800,000; issued and held in the treasury of the Company as a free asset, \$900,000; unissued, \$48,300,000. It is now proposed to pledge \$300,000 of the bonds held in in the treasury as a free asset.

Bonds, ..... \$300,000

Purpose of issue; The bonds are to be pledged with the right to re-pledge them with or without other collateral, and for the amount of the company's indebtedness to the lender or for a greater amount.

CERTIFICATE NO 207.

Filed February 20, 1915, by

PHILADELPHIA SUBURBAN GAS AND ELECTRIC COMPANY

with respect to its

Five per cent. First and Refunding Mortgage Gold Bonds dated February 1, 1910, due February 1, 1960. Girard Trust Company of Philadelphia, Trustee.

Total authorized issue, \$10,000,000; issued, \$5,008,000 (of which \$4,996,500 is outstanding and \$11,500 held in the treasury of the Company to retire outstanding stock and bonds of companies merged with the Philadelphia Suburban Gas and Electric Company); unissued, \$4,992,000

	Amount.
(\$3,296,000 of which is reserved by the Trustee to retire outstanding issues of underlying companies, leaving \$1,696,000 that may be issued for improvements, betterments and extensions to the Company's plants). It is now proposed to issue \$37,000 of bonds from the \$1,696,000 of bonds that may be issued for improvements, betterments and extensions to the Company's plants. The bonds will be sold for cash, at 89 and accrued interest, to Messrs. Henry and West.	
Bonds, .....	\$37,000

Purpose of issue: To reimburse the treasury of the Company in the amount of 90% of the cost of improvements placed upon its plants to January 31, 1915.

CERTIFICATE NO. 208.

Filed February 23, 1915, by

PENNSYLVANIA WATER AND POWER COMPANY

with respect to its

Five per cent. First Mortgage Gold Bonds dated January 27, 1910, due January 1, 1940. The Columbia Trust Company, Trustee.  
Total authorized issue, \$12,500,000; issued heretofore, \$10,485,000 (of which \$58,000 has been retired through a sinking fund and \$1,251,000 is held in the treasury as a free asset); unissued, \$2,015,000. It is now proposed to sell for cash, at 85 and accrued interest, \$1,251,000 of the bonds held in the treasury as a free asset.

Bonds, .....	\$1,251,000
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Purpose of sale: To reimburse the treasury of the Company for moneys expended from time to time on extensions and improvements to the mortgaged property of the Company, consisting chiefly of additional and auxiliary apparatus in connection therewith, and also of the construction of a second transmission line from Holtwood to Baltimore.

CERTIFICATE NO. 209.

Filed February 24, 1915, by

DUQUESNE LIGHT COMPANY

with respect to its

Common Capital Stock. Par value \$100 per share. Total authorized issue, \$25,000,000; outstanding, \$21,092,000; unissued and held in the treasury of the Company as a free asset, \$3,908,000. It is now proposed

to issue 4,880 shares, or \$488,000, of the stock held in the treasury as a free asset.

Capital Stock, ..... \$488,000

Purpose of issue: To be exchanged for a like amount of first mortgage bonds of the East End Electric Light Company, in the possession of the Philadelphia Company. (See Certificate No. 211 below.)

CERTIFICATE NO. 210.

Filed February 24, 1915, by

LUZERNE COUNTY GAS AND ELECTRIC COMPANY  
with respect to its

First Consolidated Mortgage 5% Gold Bonds dated October 1, 1908, due October 1, 1948. Girard Trust Company of Philadelphia, Trustee.

Total authorized issue, \$3,500,000; outstanding, \$1,930,000; unissued, \$1,570,000 (of which \$23,000 is reserved by the Trustee to retire outstanding issues of underlying companies). It is now proposed to issue \$216,000 of bonds, which will be sold for cash to Messrs. Baker, Ayling & Company, of Philadelphia.

Bonds, ..... \$216,000

Purpose of issue: To reimburse the Company in the amount of 85% of the cost of improvements placed upon its plants to December 31, 1914.

CERTIFICATE NO. 211

Filed February 24, 1915, by

PHILADELPHIA COMPANY.  
with respect to its

First mortgage and Collateral Trust 5% Gold Bonds dated March 1, 1899, due March 1, 1949. Interest payable semi-annually, on March 1 and September 1 of each year. Maryland Trust Company, Trustee.

Total authorized issue, \$6,500,000; outstanding, \$6,012,000; unissued, \$488,000. It is now proposed to issue 488 bonds, of the par value of \$1,000 each, or \$488,000.

Bonds, ..... \$488,000

Purpose of issue: To be used in acquiring a like amount of first mortgage bonds of the East End Electric Light Company, due February 1, 1915. (See Certificate No. 209 above.)



CERTIFICATE NO. 212.

Filed February 27, 1915, by

LEHIGH VALLEY TRANSIT COMPANY

with respect to its

Amount.

Refunding and Improvement Mortgage 50-Year Gold Bonds dated June 1, 1910, due June 1, 1960. Bonds bear interest at 5% per annum, payable semi-annually. Lehigh Valley Trust Company, Trustee. Bonds redeemable on any semi-annual interest day, at 105 and accrued interest, during the first ten years, and at 110 and accrued interest during the remaining forty years.

Total authorized issue, \$15,000,000 (of which \$7,500,000 shall be used exclusively to retire outstanding First Mortgage Bonds and Consolidated Mortgage Bonds); outstanding, \$5,120,000 (\$1,931,000 of which was issued to retire outstanding First Mortgage Bonds and Consolidated Mortgage Bonds); unissued, \$9,880,000 (\$37,000 of which is held in the treasury of the Company as a free asset). It is now proposed to issue \$4,000 of bonds, in denominations of \$1,000, which will be temporarily held in the treasury of the Company as a free asset.

Bonds, .....	\$4,000
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Purpose of issue: To be used in acquiring rights-of-way between Souderton and Lansdale, for the purpose of making betterments and improvements to and revisions of the railway of the Company.

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CERTIFICATE NO. 213.

Filed February 27, 1915, by

SEWICKLEY TOWNSHIP POWER COMPANY

with respect to its

Common Capital Stock. Par value \$10 per share. Total authorized issue, \$5,000; outstanding, \$500; unissued, \$4,500. It is now proposed to issue 450 shares, or an aggregate of \$4,500.

Capital Stock, .....	\$4,500
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Purpose of issue: In payment of lease for fifty years of the electric light plant situate at Yukon, Westmoreland County, Pa.

CERTIFICATE NO. 214.

Filed March 1, 1915, by

CHESTER VALLEY ELECTRIC COMPANY

with respect to its

Amount.

Five per cent. First Mortgage Bonds dated March 1, 1911, due March 1, 1941 Interest payable semi-annually, on March 1 and September 1 of each year. Callable on any interest date at 102½. Girard Trust Company of Philadelphia, Trustee.

Total authorized issue, \$750,000; outstanding, \$300,000; unissued, \$450,000. It is now proposed to issue eight bonds, of the par value of \$1,000 each, which will be sold to Messrs. Baker, Ayling & Company, of Boston, Mass., and Philadelphia, Pa., at 85 and accrued interest.

Bonds, ..... \$8,000

Purpose of issue: To re-imburse the treasury of the Company for 85% of the cost of improvements, betterments and extensions made to the properties of the Company.

CERTIFICATE NO. 215.

Filed March 1, 1915, by

ERIE LIGHTING COMPANY

with respect to its

First mortgage 5% Sinking Fund Gold Bonds dated April 1, 1912, due April 1, 1942. Redeemable on the first day of any April or October, on or before April 1, 1917, at 105 and accrued interest; or on the first day of any April or October thereafter, at 110 and accrued interest. Guaranty Trust Company of New York, Trustee.

Total authorized issue, \$2,000,000; outstanding, \$833,000; retired, \$17,000; undisposed of, \$1,150,000. It is now proposed to issue 100 bonds, of the denomination of \$1,000 each, or an aggregate of \$100,000, which will be sold for cash at 85 and accrued interest.

Bonds, ..... \$100,000

Purpose of issue: To reimburse in part the treasury of the Company for indebtedness incurred for the construction, completion, extension and improvement of its plant and property; and to pay in part for the building and completing of a transmission line between the power station of the Company in Erie, Pa., and the sub-station of the Union City Electric Light Company of Union City, Pa.

CERTIFICATE NO. 216.

Filed March 4, 1915, by

RAMEY WATER COMPANY

with respect to its

Amount

**Preferred Capital Stock.** Original authorized capital, \$20,000. It is now proposed to increase the capitalization to \$35,000 by issuing \$15,000 of preferred stock, which will be disposed of as follows: \$10,000 will be exchanged for a like amount of outstanding coupon notes of the Company; \$2,000 will be sold for cash; and the remainder, or \$3,000, will remain in the treasury of the Company as a free asset.

The stock to be issued to be redeemable at par, at any time, in whole or in part, at the discretion of the board of directors of the Company.

This issue to have preference over the existing common stock in case of the sale, re-organization or dissolution of the Company, and to be entitled to an annual cumulative dividend of 7%, but not more. Has no voting power on any question, except in the event of the failure of the Company to declare and pay dividends thereon at the rate of 7% per annum, in which event the preferred stock shall have the right, to the exclusion of the common stock, to elect a majority of the board of directors at the next annual meeting following the default; and such voting powers and rights shall continue until the arrears of dividends shall have been declared and paid.

Capital Stock, ..... \$15,000

**Purpose of issue:** To reimburse the Company for 85% of the cash expended for improvements, betterments and extensions to the properties of the Company.

CERTIFICATE NO. 217.

Filed March 5, 1915, by

PANTHER VALLEY ELECTRIC COMPANY

with respect to its

**First Mortgage 5% Bonds** dated April 1, 1915, due April 1, 1935. Interest payable semi-annually. Bonds redeemable at the option of the Company, at par and accrued interest, at any time before maturity upon sixty days' notice.

Total authorized issue, \$40,000; all of which it is now proposed to issue and sell for cash at par and accrued interest.

Bonds, ..... \$40,000

**Purpose of issue:** To pay for the construction of a sub-station and also for improvements to the Company's lines.

CERTIFICATE NO. 218.

Filed March 17, 1915, by

NORTHUMBERLAND COUNTY GAS AND ELECTRIC CO.

with respect to its

Amount.

First Mortgage 5% Gold Coupon Bonds dated October 2, 1911, due September 1, 1946.

Total authorized issue, \$2,000,000; issued, \$1,059,000 (of which \$1,047,000 is outstanding and \$12,000 held in the treasury of the Company as a free asset); unissued, \$941,000. It is now proposed to sell, at 85 and accrued interest, \$12,000 of bonds, in denominations of \$1,000, now held in the treasury as a free asset.

Bonds, ..... \$12,000

Purpose of issue: To reimburse the Company for moneys expended for extensions, betterments and improvements to its properties.

CERTIFICATE NO. 219.

Filed March 17, 1915, by

THE CLEVELAND AND PITTSBURGH RAILROAD COMPANY

with respect to its

"Special Guaranteed 4% Betterment Stock;" guaranteed by the Pennsylvania Railroad Company.

Total capital stock authorized—all kinds, \$40,000,000; "Special Guaranteed Betterment Stock," \$28,738,134.67. Outstanding—all kinds, \$25,808,549.94; "Special Guaranteed Betterment Stock," \$14,560,400. Unissued—all kinds, \$14,191,450.06; "Special Guaranteed Betterment Stock," \$14,177,734.67. It is now proposed to issue 23,651 shares of "Special Guaranteed 4% Betterment Stock," par value \$50 per share, or an aggregate of \$1,182,550.

Capital Stock, ..... \$1,182,550

Purpose of issue: To be issued to the Pennsylvania Railroad Company in payment for improvements and additions made to the road and equipment of the Cleveland and Pittsburgh Railroad Company by the Pennsylvania Railroad Company to December 31, 1913.



CERTIFICATE NO. 220.

Filed March 20, 1915, by

PHILADELPHIA SUBURBAN GAS AND ELECTRIC COMPANY

with respect to its

Amount.

Five per cent. First and Refunding Mortgage Gold Bonds dated February 1, 1910, due February 1, 1960. Girard Trust Company of Philadelphia, Trustee.

Total authorized issue, \$10,000,000; issued heretofore, \$5,045,000 (of which \$5,033,500 is outstanding and \$11,500 held in the treasury to retire outstanding stock and bonds of companies merged with the Philadelphia Suburban Gas and Electric Company); unissued, \$4,955,000 (\$3,296,000 of which is reserved by the Trustee to retire outstanding issues of underlying companies, leaving \$1,659,000 that may be issued for future improvements, betterments and additions to the plants of the company). It is now proposed to issue \$18,000 of bonds, which will be sold for cash, at 89 and accrued interest, to Messrs. Henry and West.

Bonds, ..... \$18,000

Purpose of issue: To reimburse the Company in the amount of 90% of the cost of improvements placed upon its plants to February 28, 1915.

CERTIFICATE NO. 221.

Filed March 25, 1915, by

PHILADELPHIA, BETHLEHEM AND NEW ENGLAND RAILROAD COMPANY

with respect to its

Common Capital Stock. Total authorized issue, \$3,000,000; outstanding, \$250,000; unissued, \$2,750,000. It is now proposed to issue 6,500 shares, par value \$100 per share, or an aggregate of \$650,000, which will be sold for cash.

Capital Stock, ..... \$650,000

Purpose of issue: To provide funds for the acquisition of railroad tracks, equipment and other property for the use of the railroad Company in its business.

CERTIFICATE NO. 222.

Filed March 25, 1915, by

ALLENTOWN-BETHLEHEM GAS COMPANY

Amount.

with respect to its

General mortgage 5% 30-Year Gold Bonds dated December 15, 1913, due December 1, 1943. Interest payable semi-annually, on June 1, and December 1, of each year. Fidelity Trust Company of Philadelphia, Trustee. Bonds are redeemable at the option of the Company on December 1, 1918, or on any interest date thereafter, at 105 and accrued interest.

Total authorized issue, \$3,000,000; issued heretofore, \$566,000 (of which \$557,000 is outstanding and \$9,000 held in the treasury of the Company as a free asset); unissued, \$2,434,000 (of which \$686,000 is reserved by the Trustee to retire underlying issues). It is now proposed to issue \$146,000 of bonds and sell same for cash, at 97 and accrued interest; also to sell, at par and accrued interest, the \$9,000 of bonds held in the treasury of the Company as a free asset.

Bonds, ..... \$155,000

Purpose of issue: To reimburse the treasury of the Company for moneys expended from December 15, 1913, to February 28, 1915, in extending, improving and bettering its plants, and plants leased by it; and in acquiring franchises and other property, both real and personal.

CERTIFICATE NO. 223.

Filed March 25, 1915, by

COUNTIES GAS AND ELECTRIC COMPANY

with respect to its

General Mortgage 5% 50-Year Gold Bonds dated October 1, 1912, due October 1, 1962. Interest payable semi-annually, on April 1 and October 1 of each year. Commercial Trust Company of Philadelphia, Trustee. Bonds are redeemable at the option of the Company on October 1, 1917, or on any interest date thereafter, at 105 and accrued interest.

Total authorized issue, \$7,500,000; outstanding, \$1,298,000; unissued, \$6,202,000 (of which \$1,797,000 is reserved by the Trustee to retire outstanding underlying issues). It is now proposed to issue \$120,000 of bonds, in denominations of \$1,000, which will be sold for cash at 98½ and accrued interest.

Bonds, ..... \$120,000

Purpose of issue: To reimburse in part the treasury of the Company for moneys expended from October 1, 1912, to February 28, 1915, in extending, improving and bettering its plants, and plants leased by it, and in acquiring franchises and other property, both real and personal.

CERTIFICATE No. 224.

Filed April 7, 1915, by

PENNSYLVANIA LIGHTING COMPANY

Amount.

with respect to its

First Mortgage 5% Bonds dated July 1, 1910, due July 1, 1940. Commercial Trust Company, Philadelphia, Trustee.

Total authorized issue, \$2,500,000; outstanding, \$827,000 (of which \$51,000 are held in the treasury of the Company); unissued, \$1,673,000. It is now proposed to issue \$7,000 of bonds, which will be held in the treasury of the Company as a free asset.

Bonds, ..... \$7,000

CERTIFICATE No. 225.

Filed April 7, 1915 by

PENN CENTRAL LIGHT AND POWER COMPANY

with respect to its

First and Consolidated Mortgage Bonds dated February 1, 1913, due February 1, 1963. Bear interest at 6% per annum, payable semi-annually, on the first day of February and August of each year. Philadelphia Trust, Safe Deposit and Insurance Company, Trustee.

Total authorized issue, \$7,500,000; issued, \$1,841,000 (of which \$1,700,000 are outstanding, \$102,000 pledged as security for loans, and \$39,000 held in the treasury of the Company as a free asset); unissued, \$5,659,000. It is now proposed to issue \$69,000 of bonds, of which \$62,000 will be pledged to secure a demand loan of \$50,000 and \$7,000 will be held in the treasury of the Company as a free asset.

Bonds, ..... \$69,000

Purpose of issue: To satisfy obligations incurred in making betterments, improvements and extensions to the Company's properties.

CERTIFICATE No. 226.

Filed April 16, 1915, by

PHILADELPHIA SUBURBAN GAS AND ELECTRIC COMPANY

with respect to its

First and Refunding Mortgage 5% Gold Bonds, dated February 1, 1910, due February 1, 1960. Girard Trust Company, of Philadelphia, Trustee.

Total authorized issue, \$10,000,000; issued, \$5,063,000 (of which \$5,051,500 are outstanding and \$11,500 held in the treasury of the Company to retire the outstanding stock of Companies merged with the Philadelphia

Suburban Gas and Electric Company); unissued, \$4,937,000 (of which \$3,-296,000 are reserved by the Trustee to retire outstanding issues of underlying companies, leaving a balance of \$1,641,000 that may be issued for future improvements, betterments and extensions to the Company's plant.) It is now proposed to issue \$30,000 of bonds out of the \$1,641,000 that may be issued for improvements, betterments and extensions to the Company's plant. The bonds when issued will be sold for cash to Messrs. Henry and West, at a price of 89 and accrued interest.

Amount.

Bonds, ..... \$30,000

Purpose of Issue: To reimburse the Company in the amount of 90% of the cost of improvements placed upon its plants to March 31, 1915

CERTIFICATE NO. 227.

Filed April 17, 1915, by

WEST PENN TRACTION COMPANY

with respect to its

First Mortgage 5% Gold Bonds, dated June 1, 1910, due June 1, 1960. Trust Company of America, New York City, Trustee.

Total authorized issue, \$25,000,000; issued, \$8,288,500 (of which \$5,465,-500 are outstanding and \$2,823,000 are pledged as collateral security for the Company's \$9,200,000 of 6% Collateral Trust Gold Notes dated March 2, 1914); unissued, \$16,711,500 (of which \$2,378,000 are pledged to secure the Company's 6% Collateral Trust Gold Notes referred to above and \$14,333,500 are held in the treasury of the Company). The \$14,333,500 of bonds in the treasury of the Company are not, however, a free asset, their issuance being contingent upon the amount of 6% Collateral Trust Gold Notes outstanding at any one time. The resolution of the stockholders and directors of the West Penn Traction Company authorizing the issue of \$9,200,000 of Gold Notes provides that said notes shall be issued in lieu of an equal amount of First Mortgage Bonds, and the aggregate of all said bonds and notes issued shall not exceed the sum of \$25,000,000.

In this certificate the West Penn Traction Company advises of the pledging of \$320,000 of the said bonds as collateral security for the said 6% Collateral Trust Gold Notes.

Bonds, ..... \$320,000

Purpose of Issue: The purpose of such issue is to pay the floating indebtedness of, and provide working capital for, the Company and for betterments and improvements.



CERTIFICATE NO. 228.

Filed April 23, 1915, by

PENNSYLVANIA UTILITIES COMPANY

with respect to its

Amount.

Note dated April 23, 1915, due April 23, 1920, in the amount of \$700,000, with interest at 6%. It is now proposed to issue this note in exchange for \$630,000 of outstanding First Consolidated Mortgage 5% Bonds of the Company, \$68,600 of the unpaid coupons on said bonds and \$1,400 in cash.

Note, ..... \$700,000

Purpose of issue: To retire \$630,000 of outstanding First Consolidated Mortgage 5% Bonds of the Company and \$68,600 of unpaid coupons on said bonds, and to realize \$1,400 in cash.

(See Certificate of Notification No. 242).

CERTIFICATE NO. 229.

Filed April 26, 1915, by

CITIZENS LIGHT AND POWER COMPANY

with respect to its

First Consolidated 30-Year Gold Bonds dated October 1, 1914, due October 1, 1944. Bonds bear interest at 6% per annum.

Total authorized issue, \$500,000; none of which has as yet been issued. It is now proposed to issue \$36,000 of bonds, which have been sold at par with accrued interest to the Citizens Traction Company, to be pledged by them under their First 5% Mortgage dated April 1, 1912.

Bonds, ..... \$36,000

Purpose of issue: To satisfy obligations incurred in respect of betterments, improvements, developments, extensions or additions made to the physical property of the Company.

CERTIFICATE NO. 230.

Filed April 26, 1913, by

THE CITIZENS TRACTION COMPANY

with respect to its

First Mortgage 5% Sinking Fund Gold Bonds dated April 1, 1912, due April 1, 1942,

Total authorized issue, \$2,500,000; issued and outstanding, \$1,292,000; unissued, \$1,208,000. It is now proposed to issue \$40,000 of bonds, which will be held in the treasury of the Company as a free asset.

Bonds, ..... \$40,000

Purpose of Issue: To satisfy obligations incurred in respect of betterments, improvements, developments, extensions or additions made to the physical property of the Company and in respect of the acquisition of bonds of the Citizens Light and Power Company.

Amount.

CERTIFICATE NO. 231.

Filed April 27, 1915, by

VALLAMONT TRACTION COMPANY

with respect to its

Notes in denominations of \$500, dated December 1, 1913, and payable after five years in annual payments equal to one-fifth of the principal sum of \$20,000, or as much thereof as shall be issued. The notes bear interest at 6% per annum, payable semi-annually, on June 1 and December 1 of each year. Redeemable at 105, at any interest period on or before December 1, 1918. Principal and interest guaranteed by the Lycoming Improvement Company, the owner of the stock of the Vallamont Traction Company. Northern Central Trust Company, of Williamsport, Trustee.

Total authorized issue, \$20,000; issued for cash at par without discount or payment of commissions, and outstanding at the date of this Certificate, \$3,500; unissued and held in the treasury of the Company as a free asset, \$16,500. The Company proposes to issue from time to time, for cash at par, the \$16,500 of notes held in the treasury as a free asset.

Notes, ..... \$16,500

Purpose of Issue: To provide funds with which to extend and improve the property and facilities of the Company, maintain the same, carry on its business and effect the purposes of its incorporation, and pay its debts.

CERTIFICATE NO 232.

Filed April 27, 1915, by

EAST END PASSENGER RAILWAY COMPANY

with respect to its

Notes in denominations of \$500, dated December 1, 1913, and payable after five years in annual payments equal to one-fifth of the principal sum of \$5,000, or as much thereof as shall be issued. Notes bear interest

Amount.

at 6% per annum, payable semi-annually, on June 1 and December 1 of each year. Redeemable at the option of the Company at 105, at any interest period on or before December 1, 1918. Guaranteed as to principal and interest by the Lycoming Improvement Company, the owner of the stock of the East End Passenger Railway Company. Northern Central Trust Company, of Williamsport, Trustee.

Total authorized issue, \$5,000; all of which is held in the treasury of the Company as a free asset. The Company proposes to issue from time to time, for cash at par, \$5,000 of notes held in the treasury of the Company as a free asset.

Notes, .....

\$5,000

Purpose of issue: To obtain funds with which to extend and improve the properties and facilities of the Company, maintain the same, carry on its business and effect the purposes of its incorporation, and pay its indebtedness.

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CERTIFICATE NO 233.

Filed April 27, 1915, by

**JERSEY SHORE ELECTRIC STREET RAILWAY COMPANY**

with respect to its

Notes in denominations of \$500, dated December 1, 1913, and payable after five years in annual payments equal to one-fifth of the principal sum of \$10,000, or as much thereof as shall be issued. Notes bear interest at 6% per annum, payable semi-annually, on June 1 and December 1 of each year. Redeemable at the option of the Company at 105, at any interest period on or before December 1, 1918. Guaranteed as to principal and interest by the Lycoming Improvement Company, the owner of the stock of the Jersey Shore Electric Street Railway Company. Northern Central Trust Company, of Williamsport, Trustee.

Total authorized issue, \$10,000; all of which is held in the treasury of the Company as a free asset. The Company proposes to issue these notes from time to time as needed for cash at par.

Notes, .....

\$10,000

Purpose of issue: To obtain funds with which to extend and improve the property and facilities of the Company, maintain the same, carry on its business and effect the purposes of its incorporation, and pay its indebtedness.

CERTIFICATE NO. 234.

Filed April 27, 1915, by

SOUTH SIDE PASSENGER RAILWAY COMPANY

with respect to its

Amount.

Notes in denominations of \$500, dated December 1, 1913, and payable after five years in annual payments equal to one-fifth of the principal sum of \$25,000, or as much thereof as shall be issued. Notes bear interest at 6% per annum, payable semi-annually, on June 1 and December 1 of each year. Redeemable at the option of the Company at 105, at any interest period on or before December 1, 1918. Guaranteed as to principal and interest by the Lycoming Improvement Company, the owner of the stock of the South Side Passenger Railway Company Northern Central Trust Company, of Williamsport, Trustee.

Total authorized issue, \$25,000; issued and sold for cash at par without discount or payment of commissions, and outstanding at the date of this Certificate, \$13,000; unissued and held in the treasury of the Company as a free asset, \$12,000. The Company proposes to issue and sell from time to time, for cash at par, the \$12,000 of notes held in the treasury of the Company as a free asset.

Notes, ..... \$12,000

Purpose of issue: To obtain funds with which to extend and improve the property and facilities of the Company, maintain the same, carry on its business and effect the purposes of its incorporation, and pay its indebtedness.

CERTIFICATE NO. 235.

Filed April 27, 1915, by

JERSEY SHORE ELECTRIC COMPANY

with respect to its

Notes in denominations of \$500, dated December 1, 1913, and payable after five years in annual payments equal to one-fifth of the principal sum of \$5,000, or as much thereof as shall be issued. Notes bear interest at 6% per annum, payable semi-annually, on June 1 and December 1 of each year. Redeemable at the option of the Company at 105, at any interest period on or before December 1, 1918. Guaranteed as to principal and interest by the Lycoming Improvement Company, the owner of the stock of the Jersey Shore Electric Company. Northern Central Trust Company, of Williamsport, Trustee.

Total authorized issue, \$5,000; none of which has as yet been issued. The Company proposes to issue these notes from time to time, for cash at par, when and as needed.

Notes, ..... \$5,000

Purpose of issue: To obtain funds with which to extend and improve the property and facilities of the Company, maintain the same, carry on its business and effect the purposes of its incorporation, and pay its indebtedness.



CERTIFICATE NO. 236.

Filed April 27, 1915, by

LYCOMING EDISON COMPANY

with respect to its

Amount.

Notes in denominations of \$500, dated December 1, 1913, and payable after five years in annual payments equal to one-fifth of the principal sum of \$100,000, or as much thereof as shall be issued. Notes bear interest at 6% per annum, payable semi-annually, on June 1 and December 1 of each year. Redeemable at the option of the Company at 105, at any interest period on or before December 1, 1918. Guaranteed as to principal and interest by the Lycoming Improvement Company, the owner of the stock of the Lycoming Edison Company. Northern Central Trust Company, of Williamsport, Trustee.

Total authorized issue, \$100,000; issued and sold for cash at par without discount or payment of commissions, and outstanding at the date of this Certificate, \$13,000; unissued and held in the treasury of the Company as a free asset, \$87,000. The Company proposes to issue from time to time, for cash at par, the \$87,000 of notes held in the treasury as a free asset.

Notes, .....

\$87,000

Purpose of issue: To obtain funds with which to extend and improve the property and facilities of the Company, maintain the same, carry on its business and effect the purposes of its incorporation, and pay its indebtedness.

CERTIFICATE NO. 237.

Filed April 27, 1915, by

WILLIAMSPORT PASSENGER RAILWAY COMPANY

with respect to its

Notes in denominations of \$500, dated December 1, 1913, and payable after five years in annual payments equal to one-fifth of the principal sum of \$100,000, or as much thereof as shall be issued. Notes bear interest at 6% per annum, payable semi-annually, on June 1 and December 1 of each year. Redeemable at the option of the Company at 105, at any interest period on or before December 1, 1918. Guaranteed as to principal and interest by the Lycoming Improvement Company, the owner of the stock of the Williamsport Passenger Railway Company. Northern Central Trust Company, of Williamsport, Trustee.

Total authorized issue, \$100,000; issued and sold for cash at par without discount or payment of commissions, and outstanding at the date of this Certificate, \$12,500; unissued and held in the treasury of the Company as a free asset, \$87,500. The Company proposes to issue and sell these notes from time to time, for cash at par.

Notes, .....

\$87,500

Purpose of issue: To obtain funds with which to extend and improve the property and facilities of the Company, maintain the same, carry on its business and effect the purposes of its incorporation, and pay its indebtedness.

CERTIFICATE NO. 237½.

Filed April 28, 1915, by

PHILADELPHIA SUBURBAN GAS AND ELECTRIC COMPANY

Amount.

with respect to its

Five per cent. First and Refunding Mortgage Gold Bonds dated February 1, 1910, due February 1, 1960. Girard Trust Company, of Philadelphia, Trustee.

Total authorized issue, \$10,000,000; issued, \$5,093,000 (of which \$5,-081,500 are outstanding and \$11,500 are held in the treasury of the Company to retire outstanding stock of the Suburban Gas Company of Philadelphia and the Chester County Public Service Company, which Companies were merged into the Philadelphia Suburban Gas and Electric Company); unissued, \$4,907,000 (of which \$3,296,000 are reserved by the Trustee to retire outstanding issues of underlying Companies, leaving a balance of \$1,611,000 to be issued for future improvements, betterments and extensions to the Company's plant). The Company now proposes to issue \$26,000 of bonds out of the \$3,296,000 of bonds reserved by the Trustee to retire outstanding issues of underlying Companies.

Bonds, .....

\$26,000

CERTIFICATE NO. 238.

Filed April 29, 1915, by

THE CARLISLE GAS AND WATER COMPANY

with respect to its

First Mortgage 4% Bonds, dated December 24, 1913, due January 1, 1934.

This Certificate is supplementary to Certificate dated July 29, 1914 (filed with the Commission on July 30, 1914), in which the status of the issue was set forth as follows: Total authorized issue, \$200,000; issued, \$145,000 (of which \$132,000 was reported as outstanding and \$13,000 held in the treasury of the Company as a free asset); unissued, \$55,000.

The Company now advises that in October, 1914, they sold from the treasury of the Company \$1,000 of bonds, and in April, 1915, \$2,500 of bonds—an aggregate of \$3,500. The status of the issue now is: Total authorized issue, \$200,000; issued, \$145,000 (of which \$135,500 are outstanding and \$9,500 held in the treasury of the Company as a free asset); unissued, \$55,000.

Bonds, .....

\$3,500

Purpose of issue: The proceeds of the sale of the bonds have been applied to the indebtedness of the Company.

CERTIFICATE NO. 239.

Filed April 30, 1915, by

WEST PENN RAILWAYS COMPANY

with respect to its

Amount.

Second Mortgage and Collateral Trust 5% Gold Bonds, dated April 1, 1910, due April 1, 1931. The Trust Company of America, Trustee.

Total authorized issue, \$6,000,000; issued and outstanding, \$2,453,000; unissued, \$3,547,000. No further issue of these bonds is contemplated at this time. In this Certificate the West Penn Railways Company advises of the issuance, since the filing of Certificate of Notification dated January 11, 1915, of \$214,000 of bonds.

Bonds, ..... \$214,000

Purpose of issue: The purpose of such issue is to pay the floating indebtedness of, and provide working capital for, the Company and for betterments and improvements."

CERTIFICATE NO. 240.

Filed May 1, 1915, by

YORK RAILWAYS COMPANY

with respect to its

First Mortgage 5% 30-Year Gold Coupon Bonds dated December 2, 1907, due December 1, 1937. Guarantee Trust and Safe Deposit Company of Philadelphia, Trustee.

Total authorized issue, \$10,000,000: issued and outstanding, \$4,621,000; unissued, \$5,379,000 (of which \$677,000 are pledged as collateral security for various obligations and \$72,000 held in the treasury of the Company as a free asset). The Company now proposes to issue \$315,000 of bonds.

Bonds, ..... \$315,000

Purpose of issue: To purchase \$124,500 face value of the First Mortgage 5% Gold Bonds of the Merchants Electric Light, Heat and Power Company, of York, Pa., and 100 shares of the capital stock of the same Company.

CERTIFICATE NO. 241.

Filed May 1, 1915, by

NEW YORK CENTRAL RAILROAD COMPANY

with respect to its

Amount.

Twenty-Year 6% Debenture Bonds dated May 1, 1915, due May 1, 1935. Convertible at the option of the holder, after May 1, 1917, and prior to May 1, 1925, into the common capital stock of the Company (which, for the purpose of such conversion, has been increased from \$300,000,000 to \$400,000,000), or into the common capital stock of any successor company, on a basis of \$105 per share for the stock, the \$5.00 being payable either in bonds or in money. All or any part not less than \$5,000,000 of the bonds to be redeemable at the option of the Company on any interest date after May 1, 1918, at 110 and interest, on ninety days notice; but if so called for redemption the bonds to be convertible into stock up to thirty days prior to the date of redemption.

Total authorized issue, \$100,000,000; all of which the Company proposes to offer for subscription by the stockholders, at par, to the extent of 40% of the holdings of record on March 19, 1915. The Company has arranged, through its fiscal agents, for the underwriting of the issue, the underwriters agreeing to take at par so many of said convertible bonds as may not be subscribed for by the stockholders. The fiscal agents are to receive for their services a commission of 1½%; the underwriters, a commission of 2½%; the commissions to be paid only on such bonds as actually shall be issued.

Bonds, .....\$100,000,000

Purpose of issue: "The New York Central Railroad Company intends to use the proceeds of the sale of said bonds to pay an equal amount of its funded and unfunded debt incurred on capital account. No franchise is to be capitalized directly or indirectly."

CERTIFICATE NO. 242.

Filed May 3, 1915, by

PENNSYLVANIA UTILITIES COMPANY

with respect to its

Note in the amount of \$700,000. In Certificate of Notification filed with the Commission on April 23, 1915, the Company advised that it was about to issue its 6% note in the amount of \$700,000, to be dated April 23, 1915, and to mature April 23, 1920, for the purpose of retiring \$630,000 of outstanding First Consolidated Mortgage 5% Bonds of the Company and \$68,600 of unpaid coupons on said bonds, and to realize \$1,400 in cash. The Company now advises that said note was not issued on April 23, 1915, but was issued on April 29, 1915, to mature on April 29, 1920.

See Certificate of Notification No. 228).



CERTIFICATE NO. 243.

Filed May 5, 1915, by

THE ERIE AND PITTSBURGH RAILROAD COMPANY

with respect to its

Amount.

Special Guaranteed Betterment Stock, par value \$50 per share. This stock carries no special privileges over the common capital stock of the Company.

Total amount of Special Guaranteed Betterment Capital Stock authorized, \$2,500,000; outstanding, \$1,660,000; unissued, \$840,000. (In addition to the Special Guaranteed Betterment Stock, the Company has \$2,-000,000 of common capital stock outstanding). The Company now proposes to issue \$39,950 of Special Guaranteed Betterment Stock.

Capital stock, .....

\$39,950

Purpose of issue: To be issued to the Pennsylvania Company for money expended for betterments and improvements to the right-of-way and equipment of this Company for the year ended December 31, 1914.

CERTIFICATE NO. 244.

Filed May 7, 1915, by

WEST PENN TRACTION COMPANY

with respect to its

First Mortgage 5% Gold Bonds dated June 1, 1910, due June 1, 1960. Trust Company of America, New York City, Trustee.

Total authorized issue, \$25,000,000; issued, \$3,288,500 (of which \$5,-465,500 are outstanding and \$2,823,000 are pledged as collateral security for the Company's \$9,200,000 of 6% Collateral Trust Gold Notes dated March 2, 1914); unissued, \$16,711,500 (of which \$2,698,000 are pledged to secure the Company's 6% Collateral Trust Gold Notes referred to above and \$14,013,500 are held in the treasury of the Company). The \$14,013,-500 of bonds in the treasury of the Company are not, however, a free asset, their issuance being contingent upon the amount of 6% Collateral Trust Gold Notes outstanding at any one time. The resolution of the stockholders and directors of the West Penn Traction Company authorizing the issue of \$9,200,000 of gold notes, provides that said notes shall be issued in lieu of an equal amount of first mortgage bonds, and the aggregate amount of all said bonds and notes issued shall not exceed the sum of \$25,000,000.

In this certificate the West Penn Traction Company advises of the pledging of \$203,000 of the bonds held in the treasury of the Company as collateral security for the said 6% Collateral Trust Gold Notes.

Bonds, .....

\$203,000

## CERTIFICATE NO. 245.

Filed May 11, 1915, by

## BUTLER AND GROVE CITY RAILWAY COMPANY

Amount.

with respect to its

Common Capital Stock.

Total authorized capital, \$300,000; issued and outstanding, \$55,000; unissued, \$245,000. In this certificate the Company advises of the issuance on April 1, 1915, of \$55,000 of stock.

Capital Stock, .....	\$55,000
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Purpose of issue: In part payment for the property and franchises of the Northwestern Pennsylvania Traction Company, of which the Butler and Grove City Railway Company is a reorganization.

## CERTIFICATE NO. 246.

Filed May 12, 1915, by

## PENN CENTRAL LIGHT AND POWER COMPANY

with respect to its

First and Consolidated 6% Mortgage Bonds dated February 1, 1913, due February 1, 1963. Interest payable semi-annually, on February 1 and August 1 of each year. Philadelphia Trust, Safe Deposit and Insurance Company, Trustee.

Total authorized issue, \$7,500,000; issued, \$1,910,000 (of which \$1,700,000 are outstanding, \$164,000 pledged as security for loans, and \$46,000 held in the treasury of the Company as a free asset); unissued, \$5,590,000. In this certificate the Penn Central Light and Power Company advises of the renewal of a loan of \$25,000 due April 24, 1915, the renewed loan being payable on demand, with 4% interest. The \$32,000 of bonds that were pledged as collateral security for the original loan have been repledged as collateral security for the renewed demand loan.

## CERTIFICATE NO. 247.

Filed May 13, 1915, by

## PERKASIE WATER SUPPLY COMPANY

with respect to its

Five per cent. Bonds, redeemable at par at the expiration of ten years, and payable at the expiration of thirty years from the date of issue.

Total authorized issue, \$90,000; issued, \$55,000 (of which \$54,300 are outstanding and \$700 held in the treasury as a free asset); unissued,

\$35,000. The Company now proposes to issue \$35,000 of bonds, of which \$20,000 will be held in the treasury of the Company as a free asset and \$15,000 will be sold immediately for cash. Contracts have been entered into for the sale of \$12,700 of bonds, for cash at par and accrued interest, and the remaining \$2,300 will be sold for cash at not less than par and accrued interest.

Bonds, .....

\$35,000

Purpose of issue: \$15,000 of the proposed issue are to be issued to pay off the floating indebtedness of the Company "incurred during the last summer for the construction of a pipe line from the Borough of Perkasio to the pumping station at Rockhill—said pipe line being about a mile and a half in length; for the digging of an artesian well and placing a pump therein, and for incidental expenses, such as the purchase of rights-of-way, etc." The balance of the proposed issue—\$20,000—is to be held in the treasury of the Company as a free asset, and is not to be used except for permanent improvements.

CERTIFICATE NO. 248.

Filed May 13, 1915, by

THE CARLISLE GAS AND WATER COMPANY

with respect to its

Four per cent. Mortgage Bonds dated December 24, 1913, due January 1, 1934.

Total authorized issue, \$200,000; issued, \$145,000 (of which \$135,500 are outstanding and \$9,500 held in the treasury of the Company as a free asset); unissued, \$55,000. The Company now proposes to issue \$15,500 of bonds, which will be held in the treasury as a free asset.

Bonds, .....

\$15,500

CERTIFICATE NO. 249.

Filed May 13, 1915, by

SOUTH PITTSBURGH WATER COMPANY

with respect to its

Amount.

First Mortgage 50-Year Gold Bonds dated August 1, 1905, due August 1, 1955. Interest at 5% per annum, payable semi-annually. Redeemable at any time after August 1, 1915, at par and accrued interest; or before August 1, 1915, at 105 and accrued interest, in the event of the City of Pittsburgh or other municipalities electing to acquire the whole or any part of the Company's water works system and plant, subject to the

mortgage securing said bonds. The bonds may also be redeemed at 105 and accrued interest at any time prior to August 1, 1915, for other cause satisfactory to the Company.

Amount.

Total authorized issue, \$5,000,000; issued and outstanding, \$1,823,000; unissued, \$3,177,000 (of which \$46,000 are held in the treasury of the Company as a free asset.) The Company now proposes to issue from the treasury \$14,000 of bonds, which will be sold for cash under agreement made to net the Company 84½ and accrued interest.

Bonds, .....

\$14,000

Purpose of issue: To obtain funds for the payment of debt contracted by the Company for the purchase of supplies.

CERTIFICATE NO. 250.

Filed May 14, 1915, by

SOUTH PITTSBURGH WATER COMPANY

with respect to its

First Mortgage 50-Year 5% Gold Bonds dated August 1, 1905, due August 1, 1955.

In the preceeding certificate (No. 249, filed May 13, 1915), the South Pittsburgh Water Company advised that they were about to issue for cash, \$14,000 of the above bonds. In this Certificate they advise that all the said bonds have been sold for \$11,830 cash.

CERTIFICATE NO. 251.

Filed May 17, 1915, by

PENN CENTRAL LIGHT AND POWER COMPANY

with respect to its

First and Consolidated 6% Mortgage Bonds dated February 1, 1913, due February 1, 1963. Interest payable semi-annually, on February 1 and August 1 of each year. Philadelphia Trust, Safe Deposit and Insurance Company, Trustee.

Total authorized issue, \$7,500,000; issued, \$1,910,000 (of which \$1,700,000 are outstanding, \$164,000 pledged as security for loans, and \$46,000 held in the treasury of the Company as a free asset); unissued, \$5,590,000.

In this certificate the Penn Central Light and Power Company advises of the renewal of a loan of \$25,000 due May 14, 1915, the renewed loan maturing September 14, 1915. The \$30,000 of the Company's First and Consolidated 6% Mortgage Bonds described above that were pledged as collateral security for the original loan have been repl edged as collateral security for the renewed loan.



CERTIFICATE NO. 252.

Filed May 17, 1915, by

PENNSYLVANIA WATER AND POWER COMPANY

Amount

with respect to its

Five per cent. First Mortgage Gold Bonds dated January 27, 1910, due January 1, 1940. Columbia Trust Company, Trustee.

Total authorized issue, \$12,500,000; issued heretofore, \$10,485,000 (of which \$58,000 have been retired, leaving \$10,427,000 outstanding); unsued, \$2,015,00. The Company now proposes to issue \$200,000 of bonds, which will be held in the treasury of the Company as a free asset.

Bonds, .....

\$200,000

Purpose of issue: To reimburse the treasury of the Company for moneys expended from time to time on extensions and improvements to the mortgaged property of the Company, consisting chiefly of additional and auxiliary apparatus in connection therewith, and also of the construction of a second transmission line from Holtwood, Pa., to Baltimore, Md.

CERTIFICATE NO. 253.

Filed May 19, 1915, by

SCRANTON AND BINGHAMTON RAILROAD COMPANY

Amount.

with respect to its

Car Trust Equipment Notes dated May 15, 1915. The notes are divided into four series, with five notes of the par value of \$1,000 each and two notes of the par value of \$500 each—an aggregate par value of \$6,000—in a series. A series matures every nine months from date. The notes bear interest at 6% per annum.

Total authorized issue, \$24,000; all of which it is now proposed to issue.

Notes, .....

\$24,000

Purpose of issue: All of said notes are to be delivered in part payment of four 37-foot Brill Patented Semi-convertible Combination Passenger and Smoking Cars.

CERTIFICATE NO. 254.

Filed May 19, 1915, by

SCRANTON AND BINGHAMTON RAILROAD COMPANY

with respect to its

Notice of cancellation of Certificate No. 90, filed July 1, 1914. The action of the board of directors of the Company in authorizing the issuance of the notes with respect to which Certificate No. 90 was filed, has been rescinded; none of such notes were issued, and it is not the intention of the Company to issue same or any part thereof.

CERTIFICATE NO. 255.

Filed May 21, 1915, by

WEST PENN RAILWAYS COMPANY

with respect to its

Amount.

Second Mortgage and Collateral Trust 5% Gold bonds dated April 1, 1910, due April 1, 1931. The Trust Company of America, Trustee.

Total authorized issue, \$6,000,000; issued and outstanding, \$2,453,000; unissued, \$3,547,000. The Company now proposes to issue \$42,000 of said bonds, which will be sold at par to the West Penn Traction Company.

Bonds, ..... \$42,000

Purpose of issue: The purpose of such issue is to pay the floating indebtedness of and provide working capital for the Company and for betterments and improvements.

CERTIFICATE NO. 256.

Filed May 22, 1915, by

PENNSYLVANIA WATER AND POWER COMPANY

with respect to its

Five per cent. First Mortgage Gold Bonds dated January 27, 1910, due January 1, 1940. Total authorized issue, \$6,000,000. The Columbia Trust Company, Trustee.

In this certificate the Company advises of the sale from the treasury of \$850,000 of bonds heretofore held in the treasury of the Company as a free asset.

Bonds, ..... \$850,000

Purpose of issue: To reimburse the treasury of the Company for moneys expended from time to time on extensions and improvements to the mortgaged property of the Company, consisting chiefly of additional generating units and necessary extensions to buildings and auxiliary apparatus in connection therewith, and also the construction of a second transmission line from Holtwood, Pa., to Baltimore, Md.

CERTIFICATE NO. 257.

Filed May 25, 1915, by

WEST PENN TRACTION COMPANY

with respect to its

First Mortgage 5% Gold Bonds dated June 1, 1910, due June 1, 1960. Trust Company of America, New York City, Trustee.

Total authorized issue, \$25,000,000; outstanding, \$5,465,500; pledged as collateral security for the Company's \$9,200,000 of 6% Collateral Trust

Amount.

Gold Notes dated March 2, 1914, \$5,724,000; in treasury of the Company, \$13,810,500. The \$13,810,500 of bonds in the treasury of the Company are not, however, a free asset, their issuance being contingent upon the amount of 6% Collateral Trust Gold Notes outstanding at any one time. The resolution of the stockholders and directors of the West Penn Traction Company authorizing the issue of \$9,200,000 of gold notes, provides that said notes shall be issued in lieu of an equal amount of first mortgage bonds, and the aggregate amount of all said bonds and notes issued shall not exceed the sum of \$25,000,000.

In this certificate the West Penn Traction Company advises of the pledging of \$106,000 of bonds held in the treasury of the Company as collateral security for the said 6% Collateral Trust Gold Notes.

Bonds, ..... \$106,000

CERTIFICATE NO. 258.

Filed May 28, 1915, by

THE ALTOONA NORTHERN RAILROAD COMPANY

with respect to its

First Mortgage 5% 30-Year Gold Bonds dated June 2, 1913, due June 2, 1943. Guarantee Trust and Safe Deposit Company, of Philadelphia, Trustee.

Total authorized issue, \$750,000; issued and outstanding, \$125,000; unissued, \$625,000. The Company now proposes to issue \$225,000 of bonds, of which \$125,000 will be sold at 70 and accrued interest, and \$100,000 will be held in the treasury of the Company as a free asset.

Bonds, ..... \$225,000

Purpose of issue: The proceeds of the \$125,000 of bonds that will be sold immediately will be used in "changing the Railroad Company's road from narrow gauge to standard gauge from Altoona, Pa., and Juniata, Pa., to a point near Wopsononock, Pa.; and for the purpose of providing same with rails and other necessary additions, betterments and improvements and to be used towards purchasing and acquiring 60 freight cars." The \$100,000 of bonds to be held in the treasury of the Company as a free asset will be sold, and the proceeds used "for the purpose of electrifying the Company's property from Altoona, Pa., and Juniata, Pa., to a point near Wopsononock, Pa."

CERTIFICATE NO. 259.

Filed May 28, 1915, by

SCRANTON ELECTRIC COMPANY

with respect to its

First and Refunding Mortgage 5% Gold Bonds dated July 1, 1907, due July 1, 1937. Redeemable at 110 and accrued interest, on any interest date prior to maturity. United States Mortgage and Trust Company, Trustee.

Total authorized issue, \$10,000,000; issued, \$4,754,000 (of which \$4,437,-000 are outstanding and \$317,000 have been redeemed and cancelled); unissued, \$5,246,000. The Company now proposes to issue \$231,000 of bonds, which will be sold for cash at a price to net the Company 94½% of par.

Bonds, .....

\$231,000

Purpose of issue: To pay for 80% of the cost of betterments, improvements, developments, extensions, purchases or additions which have been made to or about the plant or property of the Company.

CERTIFICATE NO. 260.

Filed June 1, 1915, by

PENNSYLVANIA RAILROAD COMPANY

with respect to its

Amount.

Four and one-half per cent. General Mortgage Bonds date June 1, 1915, due June 1, 1965. Interest payable semi-annually, on June 1 and December 1 of each year. Girard Trust Company, of Philadelphia, Trustee.

"The General Mortgage is a continuing lien to secure bonds to be issued thereunder from time to time when and as precedently authorized by the stockholders, with the provision that the aggregate amount of the said bonds at any one time outstanding, including those reserved for the payment, refunding or retirement of prior issues, shall not exceed the par value of the then outstanding capital stock of the Company." The amount of outstanding capital stock of the Company is \$499,265,700.

The stockholders have authorized an issue of \$71,000,000 of the General Mortgage Bonds herein referred to, none of which have as yet been issued. The Company now proposes to issue \$65,000,000 of Receipts or Temporary Certificates entitling the holders thereof on surrender of same to a like amount of the said General Mortgage Bonds, in denominations of \$1,000 each. The bonds have been sold to bankers at 95½% and interest, with the stipulation that the Railroad Company shall participate in any net profit over and above 2½% realized in the re-sale of same.

Bonds, .....

\$65,000,000

Purpose of issue: "To meet maturing obligations."



CERTIFICATE NO. 261.

Filed June 3, 1915, by

MUTUAL TELEPHONE COMPANY

with respect to its

Common Capital Stock.

In this certificate the Telephone Company advises of the issuance of a stock dividend of \$85,500, in shares of the par value of \$50. Prior to the issuance of the stock dividend, the amount of Common Capital Stock of the Company outstanding was \$342,000; it is now \$427,500.

Stock, ..... \$85,500

Purpose of issue: ".....issued as a stock dividend for cash actually received by the said Company, and by it expended in extensions and improvements to its plants other than that required for ordinary maintenance and repairs."

CERTIFICATE NO. 261½.

Filed June 5, 1915, by

PHILADELPHIA SUBURBAN GAS AND ELECTRIC COMPANY

Amount.

with respect to its

Five per cent. First and Refunding Mortgage Gold Bonds dated February 1, 1910, due February 1, 1960. Girard Trust Company, of Philadelphia, Trustee.

Total authorized issue, \$10,000,000; issued, \$5,119,000 (of which \$5,107,500 are outstanding and \$11,500 are held in the treasury of the Company to retire outstanding stock of the Suburban Gas Company of Philadelphia and the Chester County Public Service Company, which companies were merged into the Philadelphia Suburban Gas and Electric Company); unissued, \$4,881,000 (of which \$3,270,000 are reserved by the Trustee to retire outstanding issues of underlying Companies, leaving a balance of \$1,611,000 to be issued for future improvements, betterments and extensions to the Company's plant). The Company now proposes to issue \$31,000 of bonds, which will be disposed of for cash, at a price of 90 and accrued interest, to Messrs. Henry and West.

Bonds, ..... \$31,000

Purpose of issue: "To reimburse the treasury of the Company in the amount of 90% of the cost of improvements placed upon its plants to April 30, 1915."

CERTIFICATE NO. 262.

Filed June 11, 1915, by

PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD  
COMPANY

with respect to its

Five per cent. Debenture bonds dated June 30, 1915, due July 1, 1965. Interest payable semi-annually, on January 1 and July 1 of each year. Bonds to be registered as to principal and interest in owner's name. Redeemable at the option of the Company, at par and accrued interest, at any interest date.

Total amount authorized of this issue, \$145,000; all of which the Company now proposes to issue to Lehigh Valley Railroad Company.

Bonds, .....	\$145,000
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Purpose of issue: ".....to reimburse the.....Lehigh Valley Railroad Company for money advanced the.....Pennsylvania and New York Canal and Railroad Company for betterments and additions during the fiscal year ending June 30, 1915."

CERTIFICATE NO. 263.

Filed June 11, 1915, by

WYOMING VALLEY WATER SUPPLY COMPANY.

with respect to its	Amount.
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First Mortgage 5% Bonds dated June 30, 1910, due July 1, 1960. Interest payable semi-annually, on the first day of January and the first day of July in each year. The bonds are redeemable at the option of the Company at 102½%, upon three months' published notice.

Total authorized issue, \$2,000,000; issued and outstanding, \$1,228,000; unissued, \$772,000. The company now proposes to issue sixteen of the bonds, numbered consecutively from 106 to 121, inclusive, each bond having a face value of \$5,000, or an aggregate face value of \$80,000.

Bonds, .....	\$80,000
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Purpose of issue: "Said bonds are to be sold and delivered to the Lehigh vances being properly chargeable to 'Capital or Property Account.'"  
Valley Railroad Company at par for moneys heretofore advanced.....by the Lehigh Valley Railroad Company for additions and improvements to the property of the Wyoming Valley Water Supply Company; said advances being properly chargeable to 'Capital or Property Account.'"

CERTIFICATE NO. 264.

Filed June 11, 1915, by

HAZLETON WATER COMPANY

with respect to its

Five per cent. Debenture Bonds dated June 30, 1915, due July 1, 1965. Interest payable semi-annually, on the first day of January and the first day of July in each year. To be registered as to principal and interest. Redeemable at the option of the Company at par and accrued interest.

Total amount of this issue authorized, \$60,000; all of which the Company now proposes to issue.

Bonds, .....

\$60,000

Purpose of issue: "Said Debenture Bonds are to be sold and delivered to the Wyoming Valley Water Supply Company at par for money heretofore advanced.....by the Wyoming Valley Water Supply Company for additions and improvements to the property of the Hazleton Water Company; said advances being properly chargeable to 'Capital or Property Account.'"

CERTIFICATE NO. 265.

Filed June 11, 1915, by

LOCUST MOUNTAIN WATER COMPANY

with respect to its

Amount.

Five per cent. debenture bonds dated June 30, 1915, due July 1, 1965. Interest payable semi-annually, on January 1st and July 1st in each year. Redeemable at the option of the Company, at par and accrued interest, at any interest date.

In this certificate the Company advises of its purpose to issue \$2,000 of Debenture Bonds, which will be sold and delivered at par to the Wyoming Valley Water Supply Company.

Bonds, .....

\$2,000

Purpose of issue: "Said Debenture Bonds are to be sold and delivered to the Wyoming Valley Water Supply at par, for money heretofore advanced.....by the Wyoming Valley Water Supply Company for additions and improvements to the property of the Locust Mountain Water Company; said advances being properly chargeable to 'Capital or Property Account.'"

CERTIFICATE NO. 266.

Filed June 14, 1915, by

THE CITIZENS TRACTION COMPANY

with respect to its

Amount.

First Mortgage 5% Sinking Fund Gold Bonds dated April 1, 1912, due April 1, 1942. The Pennsylvania Company for Insurances on Lives and Granting Annuities, Trustee.

Total authorized issue, \$2,500,000; issued, \$1,332,000 (of which \$1,292,000 are outstanding and \$40,000 held in the treasury of the Company as a free asset); unissued, \$1,168,000. The Company now advises that \$15,000 of the \$40,000 of bonds that were held in the treasury of the Company have been pledged as collateral to secure a demand loan of \$12,000.

Bonds, ..... \$15,000

CERTIFICATE NO. 267.

Filed June 14, 1915, by

PENN PUBLIC SERVICE COMPANY

with respect to its

Five per cent. First Mortgage Gold Coupon Bonds dated February 1, 1912, due February 1, 1962.

Total authorized issue, \$4,000,000; issued and outstanding, \$1,554,000; unissued, \$2,446,000. In this certificate the Company advises that the \$190,000 of bonds heretofore pledged as collateral security for its demand loans, have been sold for cash, at 88% and accrued interest.

Bonds, ..... \$190,000

CERTIFICATE NO. 268.

Filed June 15, 1915, by

T. W. PHILLIPS GAS AND OIL COMPANY

with respect to its

Bonds to be dated July 15, 1915, and maturing in series of twenty bonds each; the first series to mature February 15, 1921, and a series to mature on February 15th in each year thereafter until the year 1930.

The bonds are to bear interest at 6% per annum, payable semi-annually,



Amount

February 15th and August 15th, "except as to the first coupon thereon, which is to be for interest to February 15, 1916, from date of bond, whether for six months, or more or less." The bonds are to be redeemable at the option of the Company, at any interest date, after February 15, 1920, at 103 and accrued interest.

Total authorized issue, \$2,000,000; "which, subject to the option of the Company to apply a portion of these bonds in redemption of an issue of bonds, or part thereof, now outstanding.....in the sum of \$600,000, are to be held in the treasury of the Company as a free asset."

Bonds, .....	\$2,000,000
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Purpose of issue: The bonds are eventually to be sold "for money," and the proceeds of the sale will be expended on "extensions of plant, equipments, improvements, betterments and acquisition of additional property."

CERTIFICATE NO. 269.

Filed June 18, 1915, by

WEST PENN TRACTION COMPANY

with respect to its

First Mortgage 5% Gold Bonds dated June 1, 1910, due June 1, 1930. Trust Company of America, New York City, Trustee.

Total authorized issue, \$25,000,000; outstanding, \$5,465,500; pledged as collateral security for the Company's \$9,200,000 of 6% Collateral Trust Gold Notes dated March 2, 1914, \$5,830,000; in treasury of the Company, \$13,704,500. The \$13,704,500 of bonds in the treasury of the Company are not, however, a free asset, their issuance being contingent upon the amount of 6% Collateral Trust Gold Notes outstanding at any one time. The resolution of the stock-holders and directors of the West Penn Traction Company authorizing the issue of \$9,200,00 of gold notes, provides that said notes shall be issued in lieu of an equal amount of first mortgage bonds, and the aggregate amount of all said bonds and notes issued shall not exceed the sum of \$25,000,000.

In this certificate the West Penn Traction Company advises of the pledging of \$130,000 of bonds held in the treasury of the Company as collateral security for the said 6% Collateral Trust Gold Notes.

Bonds, .....	\$130,000
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CERTIFICATE NO. 270.

Filed June 18, 1915, by

WEST PENN RAILWAYS COMPANY

with respect to its

Second Mortgage and Collateral Trust Gold Bonds dated April 1, 1910, due April 1, 1931. To be issued in denominations of \$50,000 each, or \$10,000 each, or \$1,000 each, as the Company may from time to time determine. The Trust Company of America, Trustee.

Total authorized issue, \$6,000,000; issued and outstanding, \$2,495,000; unissued, \$3,505,000. The Company now proposes to issue \$60,000 of said bonds, which will be sold at par to the West Penn Traction Company.

Amount.

Bonds, ..... \$50,000

Purpose of issue: "The purpose of such issue is to pay the floating indebtedness of and provide working capital for the Company and for betterments and improvements."

CERTIFICATE NO. 271.

Filed June 21, 1915, by

HONESDALE CONSOLIDATED WATER COMPANY

with respect to its

Mortgage Bonds dated August 1, 1915, due August 1, 1935. Redeemable at the option of the Company, at par and interest, after August 1, 1920.

Total authorized issue, \$80,000; all of which the Company proposes to issue, on or about August 1, 1915, for cash at par.

Bonds, ..... \$30,000

Purpose of issue: To raise funds with which to pay off an issue of \$80,000 of Bonds maturing August 1, 1915.

CERTIFICATE NO. 272.

Filed June 25, 1915, by

PHILADELPHIA SUBURBAN GAS AND ELECTRIC COMPANY

with respect to its

Five per cent. First and Refunding Mortgage Gold Bonds dated February 1, 1910, due February 1, 1960. Girard Trust Company, of Philadelphia, Trustee.

Total authorized issue, \$10,000,000; issued, \$5,150,000 (of which \$5,138,500 are outstanding and \$11,500 held in the treasury of the Company to retire outstanding stock of the Suburban Gas Company of Philadelphia and the Chester County Public Service Company, which Companies were merged into the Philadelphia Suburban Gas and Electric Company); unissued, \$4,850,000 (of which \$3,270,000 are reserved by the Trustee to

retire outstanding issues of underlying companies, leaving a balance of \$1,580,000 to be issued for future improvements, betterments and extensions to the Company's plant). The Company now proposes to issue \$37,000 of bonds, which will be disposed of for cash, at 90 and accrued interest, to Messrs. Henry and West.

Amount.

Bonds, .....

\$37,000

Purpose of issue: ".....to reimburse the Company in the amount of 90% of the cost of improvements placed upon its plants to May 31, 1915."

CERTIFICATE NO. 273.

Filed June 28, 1915, by

LAKE ERIE, FRANKLIN AND CLARION RAILROAD COMPANY

with respect to its

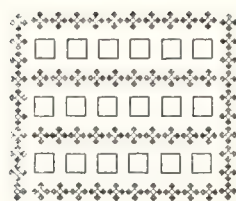
First Mortgage 40-Year 5% Gold Bonds dated December 1, 1913, due December 1, 1953. Interest payable semi-annually, on June 1 and December 1 of each year. The bonds are callable at the option of the Company on or after December 1, 1918, at 105 and accrued interest. Fidelity Title and Trust Company, of Pittsburgh, Trustee.

Total authorized issue, \$1,000,000; outstanding, \$840,000; undisposed of, \$160,000. The Company now proposes to issue sixteen bonds, of the denomination of \$1,000 each, or an aggregate of \$16,000. Eight of the bonds will be sold for cash, at 90% of par, to General Charles Miller, of Franklin, Pa., and eight, at 90% of par, to T. H. Given, of Pittsburgh.

Bonds, .....

\$16,000

Purpose of issue: "Said bonds are to be issued and sold for the purpose of providing the funds necessary for the acquisition of a new Baldwin Locomotive, No. 101, in improvement of the present road."





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FINANCIAL STATEMENT.

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STATEMENT OF EXPENDITURES FOR SALARIES, TRAVELING EXPENSES AND OTHER EXPENSES OF THE PUBLIC SERVICE  
COMMISSION FROM JULY 1, 1914, TO JUNE 30, 1915.

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Salaries of commissioners, .....	\$63,634 39
Salaries of officers, .....	39,583 34
Salaries of employes, .....	45,071 38
Traveling expenses, .....	18,581 91
Telegrams, .....	363 08
Postal service, .....	4,189 18
Express and freight, .....	99 43
Janitor service, .....	1,072 67
Books, maps, etc., .....	1,386 11
Extra clerical and stenographic services, .....	14,437 27
Expert services, .....	18,108 14
Miscellaneous, .....	570 55

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Total, .....	\$207,097 45
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REPORT OF THE  
INVESTIGATOR OF ACCIDENTS

FOR

Year Ending June 30, 1915.

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REPORT OF THE  
INVESTIGATOR OF ACCIDENTS  
FOR YEAR ENDING JUNE 30, 1915

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To the Members of the Public Service Commission of the Commonwealth of Pennsylvania:

Gentlemen: I present herewith the report of the Bureau of Accidents of the Public Service Commission for the period embracing July 1st, 1914, and June 30th, 1915.

During this time 11,639 accidents occurred on the steam railroads and street railways of Pennsylvania, with the result that 1,162 people were killed and 11,802 were injured.

A report of each accident was received from the company on whose line the accident occurred, and this report has been tabulated according to the character of the accident and the classification of the person killed or injured.

The statistical exhibit which follows shows that of 999 persons killed on the steam railroads 609, or approximately 60 per cent., were trespassers. When we view these alarming figures in connection with the fact that 105 persons lost their lives at grade crossings, the conclusion must be reached that the fatalities yearly occurring in this State could be materially reduced by the strict enforcement of an effective law relating to trespassers, and by the careful observance of precautionary measures by travellers over crossings.

Compared with the previous year there was an increase of 8 in the total of people killed on the railroads, but a decrease of 185 in the number injured. The increase was occasioned by trespassing and grade crossing fatalities, while the decrease was due to the fact that fewer employees and passengers were injured than there were during the prior year.

In the transportation of passengers consigned to their care the railroad companies have performed this service in a most gratifying and commendable manner. Of the vast number of people hauled during the year by 126 carriers only two passengers were killed in a train accident, and in this case there was nothing shown by investigation to justify the claim of negligence on the part of either the company or its employees. This notable result is doubtless due to the fact that efficiency tests are systematically applied and that the officials and employees charged with the duty of operating trains are constantly reminded of the importance and seriousness of their responsibility.

There was a decrease of 7 in the number of fatalities and of 203 in the number of injured on the street railways, and the records show that of 13 passengers killed 10 of them lost their lives by either jumping on or falling off cars.

Respectfully,

(Sgd.) JOHN P. DOHONEY,  
Investigator of Accidents.

**SUMMARY OF RAILROAD AND STREET RAILWAY ACCIDENTS RECEIVED AND TABULATED, JULY 1ST, 1914, TO JUNE 30TH, 1915.**

	Killed.	Injured.	Total.	Percentage of Fatalities.
Railroads, .....	999	9,014	10,013	9.98
Street Railways, .....	163	2,788	2,951	6.29
Total, .....	1,162	11,802	12,964	8.96

**ACCIDENTS CLASSIFIED AS TO EMPLOYEES, PASSENGERS, TRESPASSERS AND OTHERS.**

**RAILROADS.**

	Killed.	Per Cent.	Injured.	Per Cent.	Total.	Per Cent.
Employees, .....	259	25.93	7,111	78.89	7,370	73.60
Passengers, .....	8	.80	835	9.26	843	8.42
Trespassers, .....	609	60.96	622	6.90	1,231	12.30
Travelers over crossings, .....	105	10.51	250	2.77	355	3.55
Others, .....	18	1.80	196	2.18	214	2.15
Total, .....	999	100.00	9,014	100.00	10,013	100.00

**STREET RAILWAYS.**

	Killed.	Per Cent.	Injured.	Per Cent.	Total.	Per Cent.
Employees, .....	8	4.91	120	4.30	128	4.34
Passengers, .....	13	7.98	1,259	45.16	1,272	43.10
Trespassers, .....	21	12.88	47	1.69	68	2.31
Others, .....	122	74.23	1,362	48.85	1,483	50.25
Total, .....	163	100.00	2,788	100.00	2,951	100.00

11,639 accidents resulting in 12,964 killed and injured.  
Report closed June 30th, 1915.



TABULATION SHOWING PERCENTAGE OF FATALITIES IN EACH CLASS  
OF PERSONS TO THE TOTAL NUMBER OF KILLED AND INJURED.

RAILROADS.

	Killed.	Total— Killed and Injured.	Percentage of Fatalities.
Employees, .....	259	7,370	3.39
Passengers, .....	8	843	.95
Trespassers, .....	609	1,231	49.47
Travelers over crossings, .....	105	355	29.58
Others, .....	18	214	8.41
Total, .....	999	10,013	9.98

STREET RAILWAYS.

	Killed.	Total— Killed and Injured.	Percentage of Fatalities.
Employees, .....	8	128	6.25
Passengers, .....	13	1,272	1.02
Trespassers, .....	21	68	30.88
Others, .....	121	1,483	8.16
Total, .....	163	2,951	6.29

**REPORTS OF ACCIDENTS ON RAILROADS.**  
**SUMMARY FOR THE PERIOD—JULY 1ST, 1914, TO JUNE 30TH, 1915.**

	Killed.				Injured.				Total.		Percentage.	
	E.	P.	T.	O.	E.	P.	T.	O.	K.	I.	K.	I.
Collision, .....	12	.....	.....	2	206	60	.....	13	15	280	1.50	3.11
Grade crossing, .....	1	.....	.....	106	3	.....	.....	250	106	23	10.61	2.81
Derailling, .....	15	2	.....	.....	89	89	.....	3	17	185	1.70	2.5
Parting of trains, .....	2	.....	.....	.....	25	.....	.....	.....	2	25	.20	.28
At stations or loading platforms, .....	1	.....	.....	.....	93	187	3	74	1	307	.10	3.41
Defect or failure of roadway or equipment, .....	5	.....	.....	.....	113	2	1	3	5	119	.50	1.32
Switching, .....	1	.....	.....	.....	573	.....	.....	13	2	585	.20	6.49
Overhead or side obstruction, .....	9	.....	.....	1	125	4	12	.....	17	141	1.70	1.56
Repairing track or roadbed, .....	4	.....	.....	.....	1,236	.....	.....	.....	4	1,236	.40	13.71
Handling freight or baggage, .....	.....	.....	.....	.....	662	1	.....	7	.....	670	.....	7.43
Coupling or uncoupling, .....	15	.....	.....	.....	244	.....	.....	.....	15	244	1.50	2.71
Falling from locomotives or cars, .....	41	.....	50	1	661	111	49	.....	93	836	9.21	9.16
Jumping on or off locomotives or cars, .....	12	4	71	1	864	138	239	11	88	1,262	8.81	13.89
Struck by locomotives or cars, .....	129	2	474	9	250	4	243	28	614	525	61.48	5.82
Miscellaneous, .....	11	.....	6	4	1,968	239	70	39	21	2,366	2.11	26.35
<b>Total, .....</b>	<b>259</b>	<b>8</b>	<b>609</b>	<b>123</b>	<b>7,111</b>	<b>835</b>	<b>622</b>	<b>446</b>	<b>999</b>	<b>9,014</b>	<b>100.00</b>	<b>100.00</b>

Total killed and injured, 10,013.

Report closed June 30th, 1915.

Note: The abbreviations used in the above classifications are as follows: "E" Employees; "P" Passengers; "T" Trespassers; "O" Others; "K" Killed; "I" Injured.

**REPORT OF ACCIDENTS ON STREET RAILWAYS.**  
**SUMMARY FOR THE PERIOD—JULY 1ST, 1914,—JUNE 30TH, 1915.**

	Killed.				Injured.				Total.		Percentage.	
	E.	P.	T.	O.	E.	P.	T.	O.	K.	I.	K.	I.
Collision, .....	3	.....	.....	.....	34	358	.....	.....	3	392	1.81	14.06
Grade crossing, .....	.....	.....	.....	3	.....	36	.....	.....	3	37	1.84	1.33
Deraiment, .....	.....	.....	.....	.....	9	33	.....	4	.....	231	.....	9.00
Repair work on right-of-way, .....	2	.....	.....	.....	22	.....	.....	.....	2	22	1.23	.79
Overhead or side obstruction, .....	.....	.....	.....	.....	3	10	.....	.....	.....	14	.....	.50
Contact with trolley or feed wire, .....	.....	.....	.....	2	1	.....	.....	1	.....	2	1.23	.07
Contact with third rail, .....	.....	.....	1	.....	.....	74	.....	.....	1	.....	.61	.....
Falling within car, .....	.....	.....	.....	.....	1	36	.....	2	.....	75	.....	2.09
Defect or failure of roadway or equipment, .....	.....	.....	.....	.....	3	.....	.....	.....	.....	41	.....	1.47
Persons on running boards, .....	.....	.....	.....	.....	1	8	.....	.....	.....	9	.....	.32
Collision of car and vehicle, .....	.....	1	.....	13	.....	57	.....	.....	14	688	8.59	24.68
Struck by car, .....	2	.....	18	101	.....	1	1	626	121	187	74.23	24.71
Falling from car, .....	.....	4	1	.....	8	169	10	.....	3	187	3.07	6.71
Jumping on or off car in motion, .....	.....	6	1	2	5	292	12	52	9	271	5.52	9.72
Miscellaneous, .....	1	2	.....	.....	24	70	2	14	3	110	1.84	2.95
Total, .....	8	13	21	121	129	1,259	47	1,362	163	2,788	100.00	100.00

Total killed and injured, 2,974.

Report closed June 30th, 1915.

Note: The abbreviations used in the above classifications are as follows: "E" Employees; "P" Passengers; "T" Trespassers; "O" Others; "K" Killed; "I" Injured.

**COMPARATIVE STATEMENT OF ACCIDENTS ON RAILROADS, YEAR  
1914-1915.**

.....	1913-1914.		1914-1915.		Decrease.		Increase.	
	K.	I.	K.	I.	K.	I.	K.	I.
Employees, .....	328	7,337	259	7,111	69	226	.....	.....
Passengers, .....	15	969	8	835	7	134	.....	.....
Trespassers, .....	550	550	669	622	.....	.....	54	72
Travelers over crossings, .....	73	217	105	250	.....	.....	32	33
Others, .....	20	126	18	196	2	.....	.....	70
Total, .....	991	9,199	999	9,014	78	360	86	175

Killed—Increase, 8.

Injured—Decrease, 185.

**COMPARATIVE STATEMENT OF ACCIDENTS ON STREET RAILWAYS,  
YEAR 1914-1915.**

.....	1913-1914.		1914-1915.		Decrease.		Increase.	
	K.	I.	K.	I.	K.	I.	K.	I.
Employees, .....	15	129	8	120	7	9	.....	.....
Passengers, .....	19	1,328	13	1,259	6	69	.....	.....
Trespassers, .....	20	50	21	47	.....	3	1	.....
Others, .....	116	1,484	121	1,362	.....	122	5	.....
Total, .....	170	2,991	163	2,788	13	203	6	.....

Killed—Decrease, 7.

Injured—Decrease, 203.







STATEMENT OF FATALITIES AND INJURIES TO EMPLOYES OF RAIL-ROADS SHOWING COMPARATIVE HAZARDS OF VARIOUS OCCUPATIONS. JULY 1ST, 1914, TO JUNE 30TH, 1915.

	Killed.	Injured.
Baggagemen, .....	1	54
Brakemen, .....	80	2,020
Car cleaners, .....	5	57
Car inspectors, .....	6	39
Car repairmen, .....	3	23
Carpenters, .....	1	91
Conductors, .....	16	530
Crossing watchmen, .....	7	8
Engineers, .....	10	389
Firemen, .....	10	815
Flagmen, .....	13	207
Freight handlers, .....	60	514
Sectionmen and worktrain laborers, .....	4	1,488
Signalmen, .....	18	70
Trackwalkers, .....	19	21
Yard crews, .....	12	603
Miscellaneous, .....	12	182
<b>Total, .....</b>	<b>259</b>	<b>7,111</b>

## Statement of Year 1913-1914:

Killed—328.

Injured—7,337.

## Comparative Statement 1914-1915:

Killed—69 Decrease.

Injured—226 Decrease.





RAILROAD ACCIDENT STATISTICS RELATING TO COLLISIONS, DERAILMENTS, FAILURE OF EQUIPMENT, OVERHEAD AND SIDE OBSTRUCTIONS, AND MISCELLANEOUS. JULY 1ST, 1914, TO JUNE 30TH, 1915.

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**COLLISIONS:**

There were 176 collisions resulting in 15 deaths—12 employees, 1 trespasser and 2 others; 280 injured—206 employees, 60 passengers, 1 trespasser and 13 others.

Of the 176 collisions:

- 7—Head-on, resulting in injury to 12 employees and 2 passengers.
- 19—Rear-end, resulting in the death of 3 employees and 1 trespasser, and injuring 41 employees, 10 passengers and 1 trespasser.
- 15—Side-swipes, resulting in the death of 2 employees, and injuring 17 employees and 10 passengers.
- 135—Shifting and switching, causing the death of 7 employees and 2 others, and injuring 136 employees, 38 passengers and 13 others.

**DERAILMENTS:**

There were 69 derailments, resulting in 17 deaths—15 employees and 2 passengers; injuring 185—89 employees, 89 passengers, 4 trespassers and 3 others.

Of the 69 derailments:

- 29—Causes unknown, resulting in the death of 6 employees and 2 passengers, and injuring 39 employees, 30 passengers and 1 trespasser.
- 2—Broken draw-heads, resulting in injury to 1 employee and 4 passengers.
- 5—Brake rigging falling on tracks, resulting in injury to 6 employees and 1 other.
- 7—Broken and defective car-wheels, resulting in death of 1 employee, and injury to 6 employees and 3 trespassers.
- 5—Broken rails, resulting in the death of 4 employees, and injuring 10 employees and 20 passengers.
- 2—Broken arch-bar, resulting in injury to 2 employees.
- 3—Open switches, resulting in the death of 1 employee, and injuring 4 employees and 1 other.
- 4—Defective switches, resulting in the death of 1 employee, and injury to 3 employees.
- 3—Striking D-rail, resulting in death of 3 employees and injuring 2 employees.
- 3—On sharp curve, resulting in injury to 3 employees.
- 2—Excessive speed, resulting in the death of 1 employee, and the injuring of 2 employees and 1 passenger.
- 1—Failure of air-hose, resulting in the injury to 1 employee.
- 1—Rocks on track, resulting in the death of 1 employee, and the injury to 1 employee.
- 1—Low coupler on front of engine, resulting in injury to 1 employee.
- 1—Journal-box falling on track, indirectly causing collapse of bridge, resulting in injury to 4 employees and 34 passengers.

**DEFECT OR FAILURE OF ROADWAY OR EQUIPMENT:**

There were 113 accidents resulting in the death of 5 employees, and injury to 113 employees, 2 passengers, 1 trespasser and 3 others.

Of the 113 accidents, the causes were as follows:

- 33—Broken brake, clubs or chains, resulting in the death of 2 employees, and injury to 31 employees.
- 12—Air hose bursting, injuring 15 employees.
- 6—Grab handles pulling out, injuring 6 employees.
- 11—Couplers breaking, resulting in the injury to 12 employees.
- 2—Poor condition of tracks and road-bed, injuring 2 employees.
- 9—Car doors falling off, resulting in injury to 8 employees and 1 other.
- 9—Failure of engine flues, resulting in death of 2 employees, and injury to 14 employees.
- 5—Brake rigging falling, injuring 5 employees.
- 1—Broken arch-bar, resulting in the death of 1 employee.
- 25—Miscellaneous, resulting in injury to 20 employees, 2 passengers, 1 trespasser and 2 others.

#### OVERHEAD AND SIDE OBSTRUCTION:

There were 157 accidents, resulting in the death of 17 persons—9 employees, 7 trespassers, and 1 other; the injuring of 141 persons—125 employees, 4 passengers, 12 trespassers.

- 42—Bridges, resulting in the death of 3 employees, 6 trespassers and 1 other; injury to 24 employees, 2 passengers, 7 trespassers and 1 other.
- 6—Track fences, resulting in the death of 1 trespasser; and injury to 4 employees and 2 trespassers.
- 19—Switch stands, resulting in the injury to 17 employees, 1 passenger and 1 trespasser.
- 5—Overhead wires, resulting in the injury to 5 employees.
- 11—Open car doors (Freight), resulting in the death of 1 employee and injury to 9 employees and 1 passenger.
- 6—Cranes, (Industrial and Mail), resulting in the injury to 6 employees.
- 11—Coal chutes and water spouts, resulting in the death of 1 employee, and injury to 10 employees.
- 26—Buildings, platforms and walls, resulting in the death of 4 employees and injury to 22 employees.
- 31—Poles, pipes and girders, resulting in the injury to 28 employees and 3 trespassers.

#### MISCELLANEOUS:

There were 66 trespassers struck while under the influence of liquor—40 killed and 26 injured.

Of 118 unknown trespassers, 113 were killed.

**STREET RAILWAY ACCIDENT STATISTICS RELATING TO COLLISIONS, DERAILMENTS, DEFECT OR FAILURE OF ROADWAY OR EQUIPMENT, COASTING ACCIDENTS AND MISCELLANEOUS. JULY 1ST, 1914, TO JUNE 30TH, 1915.**

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**COLLISIONS.**

There were 74 collisions resulting in death of 3 employees and the injuring of 34 employees and 358 passengers.

Of the collisions, 15 were head-on; 33 rear-end; 19 side-swiped; 5 by slippery rails and 2 by open switches.

**DERAILMENT.**

There were 56 derailments resulting in injuries to 9 employees, 238 passengers and 4 others. (The latter were struck after cars left track).

The causes of the derailments follow:

- On curves—12.
- Slippery rails—11.
- Split switches—11.
- Loss of control descending grades—5.
- Obstruction on tracks—5.
- Defective joints—2.
- Spreading rails—2.
- Broken axle—1.
- Motor dropping—1.
- Causes unknown—6.

**DEFECT OR FAILURE OF ROADWAY OR EQUIPMENT.**

There were 41 persons injured in the following manner:

- Ephrata & Lebanon Street Railway Company—broken axle—2 passengers injured.
- Lehigh Valley Transit Company—Broken step—1 passenger injured.
- Philadelphia Rapid Transit Company—Brake rigging falling—1 employee injured; grab-handle pulling out—1 employee injured; trolley pole falling off car—1 pedestrian injured.
- Pittsburgh Railways Company—Overhead blow-out—14 passengers injured; failure of controller—2 passengers injured; motor dropping—3 passengers injured.
- Schuylkill Railway Company—Register falling on passenger's head.
- Seranton Railway Company—controller blow-out (3)—1 employee and 4 passengers injured.
- Seranton & Binghampton Railway Company—Trolley pole falling from car—1 pedestrian injured.
- York Railways Company—Controller blow-out—10 passengers injured.
- Monongahela Inclined Plane Company—Failure of air-brakes—5 passengers injured.

**COASTING ACCIDENTS.**

Resulting in 6 deaths and 13 injuries, caused by being struck by cars.

**PERSONS STRUCK BY CARS.**

Of the 121 persons killed by being struck by cars, 101 were non-trespassers. Of these, 28 were under six years of age, 12 under fifteen years of age, and 57 over fifteen years—Unknown killed—4.

**ACCIDENTS TO INTOXICATED PEOPLE.**

There were 99 accidents resulting in 12 deaths and 87 injuries. The 12 deaths were caused by being struck by cars. Of the 87 injured, 66 were struck by cars, 14 by jumping on or off cars, and 7 occupants of teams or autos colliding with cars.

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**RAILROAD COMPANIES REPORTING NO ACCIDENTS, JULY 1ST, 1914—JUNE 30TH, 1915.**

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Altoona Northern Railway Company.  
Bare Rock Railroad Company.  
Beaver Valley Railroad Company.  
Bloomsburg & Sullivan Railroad Company.  
Brownstone & Middletown Railroad Company.  
Cambria & Indiana Railroad Company.  
Central Railroad Company of Pennsylvania.  
Chestnut Ridge Railway Company.  
Cornwall & Lebanon Railroad Company.  
Coudersport & Port Allegany Railroad Company.  
Crane Railroad Company.  
Delaware River & Union Railroad Company.  
Delaware Valley Railroad Company.  
Dent's Run Railroad Company.  
East Berlin Railroad Company.  
East Erie Commercial Railroad Company.  
Eddystone & Delaware River Railroad Company.  
Etna & Montrose Railroad Company.  
Hickory Valley Railroad Company.  
Jersey Shore & Antes Fort Railroad Company.  
Kane & Elk Railroad Company.  
Kishacoquillas Valley Railroad Company.  
Kittanning Run Railroad Company.  
Lehigh & Hudson River Railroad Company.  
McKeesport Terminal Railroad Company.  
Mercer Valley Railroad Company.  
Mocanaqua & Eastern Railroad Company.  
Monessen Southwestern Railway Company.  
Mount Penn Gravity Railroad Company.  
New Berlin & Winfield Railroad Company.  
New York & Pennsylvania Railway Company.  
New York, Susquehanna & Western Railroad Company.  
Northern Liberties Railroad Company.  
North Shore Railroad Company.  
Pennsylvania Western & Ohio River Connecting Railway Company.



Peoples Railway Company.  
Pittsburgh, Allegheny & McKees Rocks Railroad Company.  
Pittsburgh & Ohio Valley Railroad Company.  
Pittsburgh & Susquehanna Railroad Company.  
Pittsburgh, Lisbon & Western Railroad Company.  
Pittsburgh, Westmoreland & Somerset Railroad Company.  
Redstone Central Railroad Company.  
Reynoldsville & Falls Creek Railroad Company.  
Scootac Railway Company.  
Scranton & Spring Brook Railroad Company.  
South Shore Railroad Company.  
St. Marys & Western Railroad Company.  
Stewartstown Railroad Company.  
Strasburg Railroad Company.  
Susquehanna & Buffalo Railroad Company.  
Susquehanna & Eagles Mere Railroad Company.  
Susquehanna River & Western Railroad Company.  
Tuscarora Valley Railroad Company.  
Upper Merion & Plymouth Railroad Company.  
Ursinus & North Fork Railway Company.  
Valley Railroad Company.  
Westinghouse Interworks Railway Company.  
Winfield Railroad Company.

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## ELECTRIC RAILWAY COMPANIES REPORTING NO ACCIDENTS, JULY 1ST, 1914—JUNE 30TH, 1915.

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Allentown & Reading Traction Company.  
Blue Ridge Traction Company.  
Chambersburg & Shippensburg Railway Company.  
Corry & Columbus Street Railway Company.  
Danville & Sunbury Transit Company.  
Duquesne & Dravosburg Street Railway Company.  
East End Passenger Railway Company.  
Fairchance & Smithfield Traction Company.  
Gettysburg Railway Company.  
Hagerstown & Frederick Railway Company.  
Hanover & McSherrystown Street Railway Company.  
Hershey Transit Company.  
Highland Grove Traction Company.  
Homestead & Mifflin Street Railway Company.  
Irwin-Herminie Traction Company.  
Jefferson Traction Company.  
Jersey Shore Electric Street Railway Company.  
Lancaster & Southern Street Railway Company.  
Lancaster & York Furnace Street Railway Company.  
Lewistown & Reedsville Electric Railway Company.  
Mahoning Valley Street Railway Company.  
Northampton Traction Company.

North Branch Transit Company.  
Patterson Heights Street Railway Company.  
Phoenixville, Valley Forge & Stafford Electric Railway Company.  
Pittsburgh, McKeesport & Westmoreland Railway Company.  
Quakertown & Delaware River Railway Company.  
Shamokin & Edgewood Electric Railway Company.  
Shamokin & Mt. Carmel Transit Company.  
Slate Belt Electric Street Railway Company.  
South Side Passenger Railway Company.  
Stroudsburg Passenger Railway Company.  
Tarentum, Brackenridge & Hunter Street Railway Company.  
United Traction Street Railway Company of DuBois.  
Vallamont Traction Company.  
Warren & Jamestown Street Railway Company.  
Waverly, Sayre & Athens Traction Company.  
Whitehall Street Railway Company.  
Wilkes-Barre & Hazleton Railway Company.

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## ACCIDENTS RELATING TO PUBLIC SERVICE COMPANIES OTHER THAN RAILROADS AND STREET CAR LINES. JULY 1ST, 1914—JUNE 30TH, 1915.

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### BRIDGE COMPANIES.

Bethlehem, New Street Bridge Company—1 person injured.  
Wissahickon Bridge Company—1 person injured.

### EXPRESS AND TRANSFER COMPANIES.

Adams Express Company—1 employee killed. 96 employees injured.  
American Express Company—84 employees and 9 others injured.  
National Express Company—1 employee injured.  
Philadelphia Local Express Company—2 employees and 2 others injured.  
Union Transfer Company of Philadelphia—13 employees and 4 others injured.

### GAS, HEAT AND ELECTRIC COMPANIES.

Akron Electric Light & Power Company—1 employee injured.  
Allegheny Heating Company—3 employees injured.  
Allentown-Bethlehem Gas Company—5 employees injured.  
Annville & Palmyra Electric Light Company—1 person injured.  
Atlantic Construction Company—6 employees injured.  
Beacon Light Company—11 employees and 6 others injured.  
Carlisle Gas & Water Company—1 employee injured.  
Chester Valley Electric Company—1 person electrocuted and 1 employee injured  
Citizens Electric Illuminating Company—1 person electrocuted; 1 employee and  
1 other injured.  
Citizens Light & Power Company—1 employee injured.  
Citizens Light, Heat & Power Company of Pennsylvania—1 employee electro-  
cuted; 5 employees and 1 other injured.

Consolidated Gas Company—1 employee injured.  
Counties Gas & Electric Company—12 employees and 1 other injured.  
Delaware County Electric Company—2 employees injured.  
Duquesne Light Company—4 employees electrocuted; 3 employees injured.  
Eastern Pennsylvania Gas & Electric Company—1 employee injured.  
Edison Electric Illuminating Company—1 employee and 1 other injured.  
Edison Light & Power Company—1 employee killed.  
Equitable Gas Company—32 employees and 5 others injured.  
Erie Lighting Company—1 employee injured.  
Greensborough Gas Company—3 persons injured.  
Harrisburg Gas Company—13 employees injured.  
Harrisburg Light & Power Company—7 employees injured.  
Harwood Electric Company—6 employees injured.  
Lackawanna & Wyoming Valley Power Company—1 employee killed and 1 employee injured.  
Lehigh Navigation Company—1 employee killed; 10 employees injured.  
Lehigh Valley Light & Power Company—1 employee electrocuted; 1 employee injured.  
Luzerne County Gas & Electric Company—1 person electrocuted; 3 employees injured.  
Mahoning & Shenango Railway & Light Company—1 other electrocuted.  
Manufacturers Light & Heat Company—6 employees injured.  
Merchants Electric Light Company of York—1 employee injured.  
Penn Central Light & Power Company—1 trespasser electrocuted; 8 employees and 2 others injured.  
Penn Electric Service Company—2 employees injured.  
Pennsylvania Utilities Company—29 employees injured.  
Philadelphia Company—1 employee killed; 4 employees injured.  
Philadelphia Electric Company—2 employees and 1 other electrocuted; 210 employees and 43 others injured.  
Philadelphia Suburban Gas & Electric Company—2 employees electrocuted; 6 employees and 19 others injured.  
Schuylkill Gas & Electric Company—2 persons electrocuted; 3 employees injured.  
Scranton Electric Company—1 employee electrocuted; 11 employees and 6 others injured.  
Scranton Gas & Water Company—1 employee injured.  
Susquehanna County Light & Power Company—1 employee electrocuted.  
Union City Electric Light Company—1 person injured.  
United Gas Improvement Company—63 employees and 8 others injured.  
West Penn Electric Company—1 employee electrocuted; 15 employees injured.  
Wilkes-Barre Company—1 employee electrocuted; 3 employees and 1 other injured.

#### NATURAL GAS COMPANIES.

American Natural Gas Company—1 employee injured.  
Independent Natural Gas Company—2 others injured.  
Pennsylvania Natural Gas Company—3 employees injured.  
Peoples Natural Gas Company—1 employee killed; 24 employees and 1 other injured.  
United Natural Gas Company—3 employees injured.

#### PIPE LINE COMPANIES.

Northern Pipe Line Company—1 employee injured.  
Southern Pipe Line Company—4 employees injured.

**PULLMAN COMPANY.**

The Pullman Company—30 employees injured.

**STEAMSHIP AND NAVIGATION COMPANIES.**

Kensington & New Jersey Ferry Company—1 passenger injured.

Lehigh Coal & Navigation Company—1 employee and 10 trespassers drowned;  
7 employees, 1 trespasser and 1 other injured.

Merchant & Miners Transportation Company—3 employees injured.

Schuylkill Navigation Company—1 employee injured.

Shenango Steamship & Transportation Company—3 employees injured.

**TELEPHONE AND TELEGRAPH COMPANIES.**

Bell Telephone Company of Pennsylvania—2 employees electrocuted; 180 employees and 27 others injured.

Central District Telephone Company—6 employees killed (4 electrocuted); 104 employees and 20 others injured.

American District Telegraph Company of Philadelphia—2 employees killed;  
13 employees injured.

Cumberland Valley Telephone Company—1 employee electrocuted.

Easton & Bethlehem Telephone Company—1 employee killed.

Huntingdon & Clearfield Telephone Company—1 person electrocuted; 1 employee injured.

Keystone Telephone Company of Philadelphia—1 employee and 1 other injured.

Pittsburgh & Allegheny Telephone Company—2 employees injured.

Slate Belt Telephone & Telegraph Company—1 employee injured.

United Telephone & Telegraph Company—1 employee and 1 other injured.

Western Union Telegraph Company—1 employee killed; 14 employees and 3 others injured.

York & Eastern Telephone Company—1 employee injured.

York Telephone & Telegraph Company—1 employee electrocuted.

**TURNPIKE COMPANIES.**

Berks & Dauphin Turnpike Road Company—5 accidents resulting in one death and injury to 12 persons.

Lancaster, Elizabethtown & Middletown Turnpike Company—1 person injured.

Lancaster & Lititz Turnpike Company—1 person injured.

Lancaster & Susquehanna Turnpike Company—1 person injured.

Lancaster & Williamstown Turnpike Company—Four accidents resulting in injury to 6 persons.

Susquehanna & York Borough Turnpike Company—Four accidents resulting in injury to 9 persons.

York & Chanceford Turnpike Company—Two accidents resulting in injury to 4 persons.

York & Gettysburg Turnpike Company—Five accidents resulting in one death and injury to 8 persons.

**WATER COMPANIES.**

Lehigh Water Company—1 employee injured.

New Castle Water Company—1 employee injured.

Panther Valley Water Company—1 employee injured.

South Pittsburgh Water Company—1 employee injured.

Trotter Water Company—1 employee injured.

Uniontown Water Company—1 employee injured.

Williamsport Water Company—1 employee injured.

York Haven Water & Power Company—1 employee injured



## INVESTIGATED ACCIDENTS.

(Other than Grade Crossings.)

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- PHILADELPHIA & READING RAILWAY COMPANY. PHILADELPHIA—**Columbia Bridge, July 1st, 1914. Employee injured by being struck by overhead bridge, owing to the absence of warning guards. Mr. C. H. Ewing, for Philadelphia & Reading Railway Company, states that guard will be placed at approach to bridge.
- BALTIMORE & OHIO RAILROAD COMPANY. WOODLAWN, CHESTER COUNTY—**Derailment of passenger train, September 19th, 1914, caused by broken axle, resulting in injury to 4 employees and 34 passengers.
- PHILADELPHIA & READING RAILWAY COMPANY. PHOENIXVILLE TUNNEL—**September 21st, 1914. Cause: Stalling of train in tunnel, resulting in the death of 2 employees, and injury to 3 employees and 2 passengers. (See detailed report).
- LEHIGH VALLEY RAILROAD COMPANY. MUD RUN—**Derailment of passenger train, cause unknown, November 12th, 1914, resulting in the death of 2 passengers and the injury to 2 employees and 25 passengers.
- DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY. ALFORD—**Derailment of passenger train due to broken rail, October 31st, 1914, resulting in injury to 2 employees and 20 passengers.
- PHILADELPHIA & READING RAILWAY COMPANY. ROYERSFORD—**Collision of passenger and freight train caused by disregard of danger signal, December 9th, 1914, resulting in the death of 2 employees, and injury to 2 employees and 2 passengers.
- READING TRANSIT & LIGHT COMPANY. BLACK HORSE TAVERN—MONTGOMERY COUNTY—**Collision of cars caused by disregard of signal by crew of passenger car, February 6th, 1915, resulting in injury to 8 employees, and 13 passengers.
- ERIE RAILROAD COMPANY. BRANDON TOWER—**Derailment caused by train running over D-rail, January 23rd, 1915, resulting in the death of 3 employees.
- WEST PENN RAILWAYS COMPANY. LEITH CURVE—**Derailment of car caused by negligence of crew in not having sand boxes filled and carelessness in operation of car around curves, December 24th, 1914, resulting in injury to one passenger.
- PENNSYLVANIA RAILROAD COMPANY. SIZERVILLE—**Rear-end collision caused by failure of air-brakes on down grade, January 30th, 1915, resulting in the death of 1 employee and injury to 4 employees.
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## COMPLAINTS AND PETITIONS RELATIVE TO DANGEROUS CONDITIONS. JULY 1ST, 1914, TO JUNE 30TH, 1915.

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Complaint as to violation of front platform order and overcrowding of cars on the line of the **PHILADELPHIA & WEST CHESTER TRACTION COMPANY**. Respondent denied violation of order and stated that an additional car will be put into service to relieve the situation.

Complaint as to violation of front platform order on the cars of the Carlisle & Mt. Holly Railway Company. Respondent advises that order will be rigidly adhered to.

HOFFA, WILLIAM F.,—Complaint as to dangerous conditions in railroad yards at Blandon on the line of the Philadelphia & Reading Railway Company. An investigation was made, and as a result the respondent agreed to remedy conditions by enforcing the Company's Rule No. 26, which requires blue flags to be displayed on end of cars during shifting movements.

ZOOK, HERMAN S.,—Complaint as to alleged toll rates and poor condition of road of the West Kishacoquillas Turnpike Road Company. Inspection made and order issued to improve the road.

ABEL, Warren L.,—Complaint as to unlighted coaches on train of the Pennsylvania Railroad Company operating between Mt. Gretna and Harrisburg. Respondent advises that trains would be properly lighted in the future.

FUNDIS, WILLIAM B.,—Complaint as to operation of street cars between Irwin and Trafford with only motorman in charge, on the line of the Pittsburg McKeesport and Greenburg Railway Company. Case dismissed for lack of prosecution.

STERE, B. A.,—Complaint as to dangerous operation of trains on the Ligonier Branch of the Ligonier Valley Railroad Company. Respondent requested to use precaution in the movement of trains.

JOHNSON, R. E.,—Complaint as to the dangerous operation of boats of the Millersburg-Maple Grove Ferry Company. Investigation made and respondent instructed to properly protect boats and exercise care in operation of same.

KLINGMAN, E. J.,—Complaint as to unprotected tracks at the Dalmatia Station of the Pennsylvania Railroad Company. Respondent advises that shelter station will be erected.

HENRY HOLLINGER COMPANY—Complaint as to sparks from locomotives of the Philadelphia & Reading Railway Company. Respondent advises they will do everything possible to prevent the throwing of sparks.

WELLS, H. C.,—Complaint as to unclean and insanitary condition of passenger cars on the line of the Mt. Jewett, Kinzua & Riterville Railroad Company. Respondent advises that passenger coaches are cleaned regularly.

MACK, MICHAEL—Complaint as to operation of one-man cars between Irwin and Trafford; also unsafe operating conditions on the line of the West Penn Railways Company. Complaint investigated. Respondent agrees to carry out safety suggestions recommended by Inspector.

Complaint as to dangerous condition of trestle on line between Pottstown and Linfield—Pottstown & Phoenixville Railway Company. Respondent advises that guard rails have been placed on the bridges.

Complaint as to the unsafe operation of one-man cars on the line of the Duquesne & Dravosburg Street Railway Company. Respondent advises that safety recommendations of the Commission will be complied with.

HIGGINS, A. ERVIN.—Complaint as to unsafe conditions inside of cars of the Lehigh Valley Transit Company. Complaint investigated and report made that there is no necessity for an order by the Commission requiring the respondent to equip its cars with window guards.

PROPER, C. B.—Complaint as to carrying of dynamite on a freight car to which a passenger coach was attached. On the line of the Mt. Jewett, Kinzua & Riterville Railroad Company. Respondent advises that precaution will be used in accordance with regulations.

R. REITMEYER, et. al.—Complaint as to removal of warning flags in Milton yards on the line of the Philadelphia & Reading Railway Company. Matter referred to respondent and cause of complaint removed.

ADAMS, HERBERT M.,—Complaint as to the overcrowding of front platforms on cars of the Philadelphia Rapid Transit Company. Respondent advises that rule as to overcrowding of platforms will be vigorously enforced.

LINDAUER, J. B.—Complaint as to condition of roadbed between Rock Run and Lawsonham on the line of the Pennsylvania Railroad Company. Respondent advises that condition of track was caused by derailment and has been placed in safe condition.

HIGGS, W. L., and PURSELL, W. W.,—Complaint as to interference with operation of boats on Harvey's Lake by the Lake Transit Company. Matter taken to the Court.

ACCIDENTS AT PROTECTED GRADE CROSSINGS.

	Fatal Accidents.							Non-Fatal Accidents.								
	Electric bell.	Gates.	Watchman.	Gates and watchman.	Gates, bells and watchman.	Bells and watchman.	Total killed.	Total number fatal accidents.	Electric bell.	Gates.	Watchman.	Gates and watchman.	Gates, bells and watchman.	Bells and watchman.	Total injured.	Total number non-fatal accidents.
Pedestrians, .....	2	5	8	5	1	.....	21	21	.....	9	5	8	.....	.....	23	23
In wagons, .....	2	.....	4	1	.....	.....	7	6	13	3	2	4	.....	1	23	16
In automobiles, .....	3	.....	.....	.....	2	.....	5	3	13	.....	6	2	.....	.....	23	12
Motorcyclists, .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....
Employees, .....	.....	.....	*1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, .....	7	5	13	6	3	.....	34	30	26	13	12	14	.....	1	72	52

\* Watchman killed on duty while trying to prevent accident.



ACCIDENTS AT PROTECTED AND UNPROTECTED GRADE CROSSINGS.  
Summary of Accidents Occurring at Protected and Unprotected Grade Crossings of  
Steam Railroads, During the Period Embracing July 1st, 1914—June 30th, 1915.

	Fatal Accidents.			Non-Fatal Accidents.			Totals.		
	Protected crossings.	Unprotected crossings.	Total killed.	Protected crossings.	Unprotected crossings.	Total injured.	Killed.	Injured.	Total number of accidents.
Pedestrians, .....	21	28	49	23	15	38	49	38	84
In automobiles, .....	5	23	28	25	73	98	28	98	55
In wagons, .....	7	19	26	23	84	107	26	107	95
On motorcycles, .....	1	1	1	1	3	6	1	6	6
Employees (on duty), .....	1	1	1	1	3	3	1	3	1
Passengers on electric cars, .....	1	1	1	1	36	36	1	36	4
Total, .....	34	71	105	72	216	288	105	288	245

RAILROADS ON WHICH ACCIDENTS OCCURRED AT GRADE CROSSINGS  
DURING THE YEAR—JULY 1ST, 1914—JUNE 30TH, 1915.

Name of Company.	Total number of accidents.	Number of accidents on main line.	Number of accidents on public sidings.	Number of accidents on private sidings.
Baltimore and Ohio Railroad Company, .....	22	22	.....	.....
Bessemer and Lake Erie Railroad Company, .....	6	6	.....	.....
Buffalo and Susquehanna Railroad Corporation, .....	1	1	.....	.....
Buffalo, Rochester and Pittsburgh Railroad Company, .....	4	4	.....	.....
Central Railroad Company of New Jersey, .....	4	4	.....	.....
Cumberland Valley Railroad Company, .....	2	2	.....	.....
Delaware and Hudson Company, .....	6	6	.....	.....
Delaware, Lackawanna and Western Railroad Company, .....	3	3	.....	.....
East Broad Top Railroad and Coal Company, .....	1	1	.....	.....
Erie Railroad Company, .....	8	8	.....	.....
Ironton Railroad Company, .....	1	1	.....	.....
Lackawanna and Wyoming Valley Railroad Company, .....	1	1	.....	.....
Lehigh and New England Railroad Company, .....	2	2	.....	.....
Lehigh Valley Railroad Company, .....	9	9	.....	.....
New Park and Fawn Grove Railroad Company, .....	1	.....	1	.....
New York Central Lines, .....	13	13	.....	.....
New York, Ontario and Western Railroad Company, .....	2	2	.....	.....
Pennsylvania Lines West of Pittsburgh, .....	7	7	.....	.....
Pennsylvania Railroad Company, .....	69	66	1	2
Philadelphia and Reading Railway Company, .....	62	60	2	.....
Pittsburgh and Lake Erie Railroad Company, .....	7	5	.....	2
Pittsburgh, Chartiers and Youghiogheny Railroad Company, ..	1	1	.....	.....
Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Com- pany, .....	5	5	.....	.....
Pittsburgh, Shawmut and Northern Railroad Company, .....	2	2	.....	.....
Western Maryland Railway Company, .....	5	5	.....	.....
Totals, .....	244	236	4	4

## ACCIDENTS AT PROTECTED GRADE CROSSINGS. JULY 1ST, 1914, TO JUNE 30TH, 1915.

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- PITTSBURGH.**—Hazlewood Station. Baltimore & Ohio Railroad—Pittsburgh Division. Pedestrian killed. Crossing protected by gates—down at time of accident. July 22nd.
- ETNA.**—Baltimore & Ohio Railroad—Pittsburgh Division. One injured on motorcycle by riding under gates when down. July 27th.
- ETNA** (Highway crossing west of).—Baltimore & Ohio Railroad—Pittsburgh Division. One killed in wagon. Crossing protected by watchman. January 30th.
- MARION JUNCTION.**—Station crossing. Baltimore & Ohio Railroad—Pittsburgh Division. One injured in wagon. Crossing protected by electric bell. April 20th.
- BRADDOCK.**—13th Street. Baltimore & Ohio Railroad—Pittsburgh Division. One pedestrian killed. Crossing protected by watchman. May 22nd.
- BUTLER.**—Centre Avenue. Bessemer & Lake Erie Railroad. Crossing protected by gates (closed at time). One pedestrian injured. April 26th.
- RIDGWAY.**—Buffalo, Rochester & Pittsburgh Railway. Crossing protected by electric bell. One pedestrian killed. February 6th.
- SCRANTON.**—Alley crossing east of Emmet Street. Central Railroad of New Jersey. Crossing protected by gates. One pedestrian killed. 3:43 A. M. November 12th.
- BETHLEHEM.**—Station. Central Railroad of New Jersey. Crossing protected by gates. One pedestrian injured going under gates. February 2nd.
- PROVIDENCE.**—East Market Street. Delaware & Hudson Company. Crossing protected by gates and watchman. One pedestrian killed—walked under gates while closed. April 24th.
- SOUTH SCRANTON.**—Washington Avenue. Delaware & Hudson Company. One pedestrian killed—cautioned by flagman. Crossing protected by flagman. May 20th.
- CIL CITY.**—Charley Run Crossing. Erie Railroad. Crossing protected by electric bell. One killed in wagon. August 1st.
- MEADVILLE.**—Water Street. Erie Railroad. Crossing protected by flagman. One pedestrian killed. December 23rd.
- CORRY.**—West Wayne Street. Erie Railroad. Crossing protected by watchman. (On duty at time). One pedestrian killed. January 30th.
- EASTON.**—Northampton Street. Lehigh Valley Railroad. Crossing protected by electric bell. Two injured in automobile. July 9th.
- JENKIN JUNCTION.**—Lehigh Valley Railroad. Highway crossing protected by electric bell. One injured in wagon. August 20th.
- WILKES-BARRE.**—Pennsylvania Avenue. Lehigh Valley Railroad. Crossing protected by gates. One injured in wagon. January 30th.
- ALLENTOWN.**—Union Street. Lehigh Valley Railroad. Crossing protected by gates. One pedestrian killed—walked under gates. February 7th.
- WILKES-BARRE.**—Pennsylvania Avenue—Lehigh Valley Railroad. Crossing protected by gates. Two injured in wagon. February 4th.
- ALLENTOWN.**—Third Street. Lehigh Valley Railroad. Crossing protected by gates—down at time of accident. One pedestrian injured (Walked under gates). April 30th.
- ERIE.**—Peach Street. New York Central Railroad. Crossing protected by gates. (Gatemen changing shifts at time of accident). One injured in automobile. November 20th.

- ERIE.—Peach Street. New York Central Railroad. Crossing protected by gates. One pedestrian injured. December 20th.
- ERIE.—Peach Street. New York Central Railroad. Crossing protected by gates. One pedestrian injured. December 30th.
- ERIE.—Peach Street. New York Central Railroad. Crossing protected by gates. One pedestrian injured. June 23rd.
- ERIE.—German Street. New York Central Railroad. Crossing protected by gates and watchman. One pedestrian killed. February 2nd.
- ENON.—Main Street. Pennsylvania Co-Pittsburgh, Fort Wayne & Chicago Division. Crossing protected by watchman. One pedestrian killed (warned by watchman). December 12th.
- NEW GALILEE.—Main Street. Pennsylvania Co.-Pittsburgh, Fort Wayne & Chicago Division. Crossing protected by watchman. Two persons in sleigh killed, also watchman, who tried to prevent accident. January 31st.
- SHARPSVILLE.—Walnut Street. Pennsylvania Co.—Erie & Ashtabula Division. Crossing protected by watchman. One pedestrian injured. October 31st.
- SHARON.—Budd Avenue. Pennsylvania Co.—Erie & Ashtabula Division. Crossing protected by watchman. One injured in automobile. November 4th.
- SHARPSBURG.—Pennsylvania Railroad—Conemaugh Division. Crossing protected by gates and watchman. One pedestrian injured. October 11th.
- PITTSBURGH.—North side. Pennsylvania Railroad—Conemaugh Division. Crossing protected by gates and watchman. One pedestrian killed—walked under gates while they were down. March 12th.
- SHARPSBURG.—Pennsylvania Railroad—Conemaugh Division. Crossing protected by watchman and gates. One pedestrian injured—Walked under gates when they were down. April 12th.
- SOUTH HOMESTEAD.—Pennsylvania Railroad—Monongahela Division. Crossing protected by gates. One pedestrian injured—walked under gates. September 12th.
- HOMESTEAD.—Pennsylvania Railroad—Monongahela Division. Crossing protected by watchman. One pedestrian injured. October 9th.
- HOMESTEAD.—Pennsylvania Railroad—Monongahela Division. Crossing protected by watchman. One injured in automobile. April 30th.
- LANCASTER.—Prince Street. Pennsylvania Railroad—Philadelphia Division. Crossing protected by gates. One pedestrian killed—Walked under. December 5th.
- LANCASTER.—Walnut Street. Pennsylvania Railroad—Philadelphia Division. Crossing protected by gates. One pedestrian injured—walked under. March 23rd.
- PHILADELPHIA.—25th Street & Point Breeze Avenue. Pennsylvania Railroad—Philadelphia Terminal Division. Crossing protected day and night by watchman and gates. One killed and one injured in wagon—drove through gates. July 27th.
- PILLY.—Pennsylvania Railroad—Pittsburgh Division. Crossing protected by watchman. One pedestrian killed—stopped by watchman. July 21st.
- IRWIN.—Pennsylvania Railroad—Pittsburgh Division. Crossing protected by watchman. One person injured in automobile—cautioned by watchman. January 30th.
- UNION CITY.—Crooked Street. Pennsylvania Railroad—Renova Division. Crossing protected by watchman. One killed and one injured in wagon (watchman attempted to stop same). July 2nd.
- RIDGWAY.—Main Street. Pennsylvania Railroad—Renova Division. Crossing protected by an electric bell. One pedestrian killed. September 30th.



- NORRISTOWN.**—Mill Street. Pennsylvania Railroad—Schuylkill Division. Crossing protected by watchman. One pedestrian injured. August 19th.
- TYRONE.**—12th Street. Pennsylvania Railroad—Tyrone Division. Crossing protected by watchman. One pedestrian injured. February 27th.
- BROWNSTONE.**—Cameron Avenue. Philadelphia & Reading Railway—Harrisburg Division. Crossing protected by electric bell. One killed in wagon. September 30th.
- EDGE HILL.**—Highway crossing. Philadelphia & Reading Railway—New York Division. Crossing protected by electric bell. One injured in wagon. July 9th.
- NORRISTOWN.**—DeKalb Street. Philadelphia & Reading Railway—New York Division. Crossing protected by gates and watchman. One injured in wagon (drove onto tracks as gate was being lowered). July 24th.
- PERKASIE.**—Market Street. Philadelphia & Reading Railway—New York Division. Crossing protected by watchman and gates—6:00 A. M. to 8:00 P. M. At time of accident (9:30 P. M.) by electric bell. One pedestrian killed. September 19th.
- SOUDERTON.**—Broad Street. Philadelphia & Reading Railway—New York Division. Crossing protected by watchman and gates from 6:00 A. M. to 8:00 P. M. Protected by electric bell at time of accident—12:25 A. M. Two killed and 3 injured in automobile. October 15th.
- LANGHORNE.**—Philadelphia & Reading Railway—New York Division. Crossing protected by watchman and gates. One injured in automobile—driven under descending gates. October 27th.
- MANAYUNK.**—Green Lane. Philadelphia & Reading Railway—New York Division. Crossing protected by watchman and gates. One pedestrian injured. December 3rd.
- SELLERSVILLE.**—Church Street. Philadelphia & Reading Railway—New York Division. Crossing protected by watchman and gates. One pedestrian killed—walked under gates while down. December 4th.
- MANAYUNK.**—Cotton Street. Philadelphia & Reading Railway—New York Division. Crossing protected by watchman and gates. One person injured in wagon—stalled on track. December 7th.
- MERMAID LANE CROSSING.**—Philadelphia & Reading Railway—New York Division. Crossing protected by watchman and gates. One pedestrian injured after going under gates. January 28th.
- NORTH WALES.**—Walnut Street. Philadelphia & Reading Railway—New York Division. Crossing protected by watchman. Two injured in automobile. February 18th.
- SCHURS.**—Jamestown Street. Philadelphia & Reading Railway—New York Division. Crossing protected by watchman. One injured in wagon. March 12th.
- CORSON.**—Butler Highway. Philadelphia & Reading Railway—New York Division. Crossing protected by electric bell. One injured in wagon. April 2nd.
- AMBLER.**—Mt. Pleasant Avenue. Philadelphia & Reading Railway—New York Division. Crossing protected by electric bell. Two killed in automobile. May 5th.
- PHILADELPHIA.**—American & Cumberland Streets. Philadelphia & Reading Railway—Philadelphia Division. Crossing protected by gates, electric bells and watchman. One pedestrian injured. July 13th.
- PHILADELPHIA.**—American & Norris Streets. Philadelphia & Reading Railway—Philadelphia Division. Crossing protected by gates and watchman. One pedestrian injured. August 24th.
- PHILADELPHIA.**—22nd Street & Allegheny Avenue. Philadelphia & Reading Railway—Philadelphia Division. Crossing protected by gates and watchman. One injured in wagon. October 20th.



- PHILADELPHIA.**—American & Dauphin Streets. Philadelphia & Reading Railway—Philadelphia Division. Crossing protected by watchman and gates. One pedestrian killed. April 16th.
- ROCK CUT.**—Philadelphia & Reading Railway—Reading Division. Crossing protected by electric bell. One injured in automobile. February 9th.
- READING.**—Franklin Street. Philadelphia & Reading Railway—Reading Division. Crossing protected by gates and watchman. One pedestrian injured. June 3.
- LEESPORT.**—Philadelphia & Reading Railway—Reading Division. Crossing protected by electric bell. One injured in wagon. June 29th.
- SHAMOKIN.**—Walnut Street. Philadelphia and Reading Railway—Shamokin Division. Crossing protected by gates and watchman. One pedestrian injured. September 28th.
- TAMAQUA.**—Broad Street. Philadelphia & Reading Railway—Shamokin Division. Crossing protected by watchman. One pedestrian injured. October 8th.
- TAMAQUA.**—(Highway north of). Philadelphia & Reading Railway—Shamokin Division. Crossing protected by electric bell. Five injured in sleigh. December 26th.
- SHAMOKIN.**—Liberty Street. Philadelphia & Reading Railway—Shamokin Division. Crossing protected by watchman. One injured in automobile. March 13th.
- SHAMOKIN.**—Independence Street. Philadelphia & Reading Railway—Shamokin Division. Crossing protected by watchman. One pedestrian killed (failed to heed warning of watchman). May 30th.
- HUMMELSTOWN.**—Main Street. Philadelphia & Reading Railway—Middletown & Hummelstown Division. Crossing protected by electric bell. Five injured in automobile. August 5th.
- SOUTHAMPTON.**—Street road. Philadelphia & Reading Railway—Philadelphia Newtown & New York Division. Crossing protected by electric bell. One killed and one injured in automobile. July 29th.
- RYERS.**—Cottman Street. Philadelphia & Reading Railway—Philadelphia, Newtown & New York Division. Crossing protected by electric bell. One injured in wagon. February 16th.
- HARTTANT.**—Germantown Highway. Philadelphia & Reading Railway—Stoney Creek Division. Crossing protected by electric bell. Four injured in automobile. July 11th.
- HOMESTEAD.**—Pittsburgh & Lake Erie Railroad. Crossing protected by gates and watchman. One pedestrian injured (went under gates while down). July 29th.
- COLLEGE.**—Highway. Pittsburgh & Lake Erie Railroad. Crossing protected by gates. One pedestrian injured. October 6th.
- CARNEGIE.**—Main Street. Pittsburgh, Chartiers & Youghiogheny Railway. Crossing protected by gates, bells and watchman. One injured in automobile. December 16th.
- CANONSBURG.**—Central Avenue. Pittsburgh, Cincinnati, Chicago & St. Louis Railway. Crossing protected by watchman. One pedestrian killed. August 8th.
- BURGETTSTOWN.**—Patterson Highway. Pittsburgh, Cincinnati, Chicago & St. Louis Railway. Crossing protected by electric bell. One injured in wagon. October 7th.
- OAKDALE.**—(East of) Highway. Pittsburgh, Cincinnati, Chicago & St. Louis Railway. Crossing protected by watchman and electric bell. One injured in wagon. November 11th.
- CHAMBERSBURG.**—Market Street. Western Maryland Railway. Crossing protected by electric bell. One injured in wagon. August 30th.
- YORK.**—West York Avenue. Western Maryland Railway. Crossing protected by gates. One pedestrian killed. October 30th.

## ACCIDENTS AT PARTIALLY PROTECTED CROSSINGS.

July 1st, 1914, to June 23th, 1915.

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- PHILADELPHIA.**—(Street crossing). Baltimore & Ohio Railroad—Philadelphia Division. Day Watchman—no protection at night. One killed in wagon. March 12th.
- ERIE.**—12th & Myrtle Streets. Bessemer & Lake Erie Railroad. Crossing protected by day watchman. (Accident occurred before watchman went on duty). One pedestrian killed. April 18th.
- CARBONDALE.**—8th Avenue. Delaware & Hudson Company. Crossing protected 6:00 A. M. to 6:00 P. M. (Not at time of accident). One pedestrian injured. April 22nd.
- WHITE HAVEN.**—Northumberland Street. Lehigh Valley Railroad. Crossing protected by gates and watchman 8:30 A. M. to 8:30 P. M. (Accident occurred 6:05 A. M.). One killed and 5 injured in automobile. May 28th.
- ERIE.**—Plum Street. New York Central Railroad. Crossing protected by flagman, 6:00 A. M. to 6:00 P. M. (Accident occurred 6:15 P. M.). Five injured in automobile. July 7th.
- ERIE.**—Holland Street. New York Central Railroad. Crossing protected by gates until 9:00 P. M. (Accident occurred at 1:30 A. M.). One pedestrian killed. April 18th.
- OIL CITY.**—North Seneca Street. Pennsylvania Railroad. Crossing protected by watchman from 7:00 A. M. to 8:30 P. M. (Accident occurred at 8:42 P. M.). One injured in wagon. November 21st.
- ERIE.**—5th Street. Pennsylvania Railroad—Renovo Division. Crossing protected by watchman 7:00 A. M. to 6:00 P. M. (Accident occurred after 6:00 P. M.). One killed on motorcycle. June 16th.
- WILLIAMSPORT.**—Elm Street. Pennsylvania Railroad—Williamsport Division. Crossing protected by watchman during day. (No protection after 6:00 P. M.). Accident occurred at night. Two injured in automobile. January 10th.
- ST. NICHOLAS.**—Philadelphia & Reading Railway—Shamokin Division. Crossing protected by watchman 7:00 A. M. to 6:00 P. M. (Accident occurred at night). Two killed and 2 injured in automobile. November 13th.
- SHAMOKIN.**—Walnut Street. Philadelphia & Reading Railway—Shamokin Division. Crossing protected by watchman 6:45 A. M. to 6:45 P. M. (Accident occurred at night—no protection). One pedestrian killed. April 4th.
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## GRADE CROSSING ACCIDENTS—COLLISION—STREET RAILWAY CAR WITH STEAM RAILROAD TRAIN.

July 1st, 1914, to June 23th, 1915.

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- PHILADELPHIA.**—Broad Street & Oregon Avenue. Collision of Philadelphia Rapid Transit Company's car and train of Baltimore & Ohio Railroad. Cause: Negligence of conductor of street car. Five passengers injured. August 10th.
- WILKES-BARRE.**—North Main Street. Collision of Wilkes-Barre Railway Company's car with train of Lackawanna & Wyoming Valley Railroad. Cause: Negligence of crossing watchman. Twelve passengers injured. December 29th.

**PITTSBURGH.**—Second Avenue. Hazlewood Crossing. Collision of Pittsburgh Railway Company's car with train of Baltimore & Ohio Railroad. Cause: Negligence of motorman and crossing watchman. Eleven passengers injured. May 7th.

**LOCK-HAVEN NORMAL SCHOOL RAILROAD CROSSING.** Collision of Susquehanna Traction Company's car and train of Pennsylvania Railroad. Cause: Negligence of engine-crew, crossing watchman and motorman of street car. Eight passengers injured. May 29th.

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## ACCIDENTS DUE TO NEGLIGENCE OF CROSSING WATCHMAN—DEFECTIVE OR IMPAIRED EQUIPMENT AT CROSSINGS.

July 1st, 1914, to June 23th, 1915.

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**PHILADELPHIA.**—(Branch Road). Baltimore & Ohio Railroad—Philadelphia Division. Electric bell at crossing—not ringing at time of accident, due to broken wire. One injured in wagon. December 15th.

**YORK.**—Princess Street. Pennsylvania Railroad—Baltimore Division. Crossing protected by gates and watchman. (Negligent in not lowering gates). One injured in wagon. November 1st.

**PHILADELPHIA.**—21st & Washington Streets. Pennsylvania Railroad—Philadelphia Terminal Division. Crossing protected by watchman and gates day and night. (Crossing gates out of order at the time and not in use). Two injured in wagon. November 14th.

**PHILADELPHIA.**—26th Street & Gray's Ferry Road. Pennsylvania Railroad—Philadelphia Terminal Division. Crossing protected by gates and watchman (Watchman failed to lower gates). One injured in wagon. December 4th.

**LOCK HAVEN.**—Bellefonte Avenue. Pennsylvania Railroad—Williamsport Division. Crossing protected by gates and watchman. (Asleep). One injured in automobile. July 11th.

**WILLIAMSPORT.**—East Fourth Street. Pennsylvania Railroad—Williamsport Division. Crossing protected by gates operated from tower. (300 feet from crossing). One pedestrian struck and killed before gates were lowered. August 26th.

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## ACCIDENTS AT UNPROTECTED GRADE CROSSINGS.

July 1st, 1914, to June 23th, 1915.

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**POINT MARION.**—Broadway Street. Baltimore & Ohio Railroad—Connellsville Division. One killed and 3 injured in automobile. September 23rd.

**UNIONTOWN.**—Fayette Street. Baltimore & Ohio Railroad—Connellsville Division. Two killed and 2 injured in automobile. Oct 2nd.

**COOK'S MILLS.**—Highway crossing. Baltimore & Ohio Railroad—Connellsville Division. One pedestrian injured. December 23rd.



- MORGAN STATION** (East of). Baltimore & Ohio Railroad—Connellsville Division. One injured in wagon. May 28th.
- PHILADELPHIA**.—(Branch road). Baltimore & Ohio Railroad—Philadelphia Division. Two injured in wagon and one employee. November 4th.
- BESSEMER** (Highway crossing west of).—Baltimore & Ohio Railroad—Pittsburgh Division. One pedestrian killed. July 2nd.
- RENFREW**.—Baltimore & Ohio Railroad—Pittsburgh Division. One killed in wagon. August 22nd.
- ALLISON PARK**.—Baltimore & Ohio Railroad—Pittsburgh Division. One injured in automobile. September 8th.
- WEST NEWTON**.—Newman's Highway crossing.—Baltimore & Ohio Railroad—Pittsburgh Division. One injured in automobile. September 8th.
- McKEESPORT**.—Eighth Street. Baltimore & Ohio Railroad—Pittsburgh Division. One killed in wagon. November 9th.
- BRUCETON STATION** (Highway crossing west of).—Baltimore & Ohio Railroad. One pedestrian injured. April 16th.
- PITTSBURGH**.—One pedestrian killed. Baltimore & Ohio Railroad—Pittsburgh Division. May 13th.
- TYLERSBURG**.—Two killed in automobile. Baltimore & Ohio Railroad—Pittsburgh Division. May 27th.
- WEST NEWTON**.—Water Street. One injured in wagon. Baltimore & Ohio Railroad—Pittsburgh Division. June 27th.
- CONNEAUTVILLE**.—Main Street. One injured in automobile. Bessemer & Lake Erie Railroad. July 22nd.
- McBRIDE**.—Three Degree Crossing. Four killed in automobile. Bessemer & Lake Erie Railroad. July 31st.
- MEADVILLE**.—Station crossing. One injured in wagon. Bessemer & Lake Erie Railroad. September 1st.
- BUTLER TRANSFER**.—Two injured in automobile. Bessemer & Lake Erie Railroad. June 21st.
- WOODARD** (North of).—Two injured in wagon. Buffalo & Susquehanna Railroad Corporation. May 15th.
- DUBOIS**.—Street crossing. One injured in wagon. Buffalo, Rochester & Pittsburgh Railway. September 25th.
- PUNXSUTAWNEY**.—Street crossing. One injured in automobile. Buffalo, Rochester & Pittsburgh Railway. October 15th.
- BRADFORD**.—Kendall Avenue. Two killed in automobile. Buffalo, Rochester & Pittsburgh Railway. June 30th.
- NORTHAMPTON**.—Newport crossing. Two killed and two injured in wagon. Central Railroad of New Jersey. September 1st.
- BUTTONWOOD**.—River road crossing. One in wagon injured. Central Railroad of New Jersey. June 23rd.
- MECHANICSBURG**.—Gas-house crossing. One injured on motorcycle. Cumberland Valley Railroad. April 30th.
- SHIPPENSBURG**.—Normal School crossing. One injured in wagon. Cumberland Valley Railroad. May 7th.
- BUTTONWOOD**.—Highway crossing. One injured in wagon. Delaware & Hudson Company. September 12th.
- SOUTH LANESBORO**.—One in wagon injured. Delaware & Hudson Company. November 16th.
- STEVENS POINT**.—Highway crossing. One killed in sleigh. Delaware & Hudson Company. December 15th.
- CAYUGA**.—Lowrey's crossing. One pedestrian injured. Delaware, Lackawanna & Western Railroad. August 19th.



- RUPERT.—Station crossing. One pedestrian killed. Delaware, Lackawanna & Western Railroad. August 28th.
- DANVILLE.—Church Street. One pedestrian killed. Delaware, Lackawanna & Western Railroad. April 27th.
- WARREN.—Fourth Avenue. One pedestrian killed. Dunkirk, Allegheny Valley & Pittsburgh Railroad. September 9th.
- THREE SPRINGS STATION (North of).—Highway crossing. Two injured in wagon. East Broad Top Railroad & Coal Company. July 29th.
- LACKAWAXEN.—Highway crossing. One injured in wagon. Erie Railroad, Eastern Division. September 5th.
- SHOHOLA (West of station).—Highway crossing. Three injured in wagon. Erie Railroad—Eastern Division. September 21st.
- FRANKLIN.—Two Mile Run crossing. One injured in automobile. Erie Railroad—Meadville Division. November 17th.
- ATLANTIC.—Highway crossing (West of). Two injured in wagon. Erie Railroad—Meadville Division. March 3rd.
- SHARPSVILLE.—Mercer Avenue. One pedestrian killed. Erie Railroad—Meadville Division. June 7th.
- EGYPT.—Nipsch's crossing. Two injured in automobile. Iron-ton Railroad Company. June 26th.
- ROSETO.—Columbus Avenue. One pedestrian killed and one injured. Lehigh & New England Railroad. August 27th.
- BATH.—Main Street. Two injured on motorcycle. Lehigh & New England Railroad. September 4th.
- TUNKHANNOCK (West of).—Highway crossing. One injured in wagon. Lehigh Valley Railroad. October 1st.
- DURYEA JUNCTION. One pedestrian killed. Lehigh Valley Railroad. October 14th.
- STEWARTSTOWN.—Highway crossing. One injured in wagon. New Park & Fawn Grove Railroad. August 31st.
- FRANKLIN.—Fourteenth Street. One injured in wagon. New York Central Railroad. September 15th.
- BIGLER.—One killed and four injured in automobile. New York Central Railroad. September 12th.
- BRANCH.—McCann's Road crossing. One injured in wagon. New York Central Railroad. October 17th.
- MORRISDALE.—Three injured in automobile. New York Central Railroad. April 14th.
- JERSEY SHORE.—Two pedestrians injured. New York Central Railroad. April 29th.
- WINTON.—Highway crossing. Two injured in automobile. New York, Ontario & Western Railroad. July 15th.
- OLYPHANT.—Brewery switch crossing. One injured in wagon. New York, Ontario & Western Railroad. February 13th.
- LINESVILLE (East of).—Highway crossing. One injured in wagon. Pennsylvania Company—E. & A. Division. September 3rd.
- GREENVILLE.—Loutensheisers crossing. One injured in wagon. Pennsylvania Company—E. & A. Division. September 16th.
- NEW CASTLE.—McCleary Avenue. One pedestrian killed. Pennsylvania Company—E. & A. Division. April 21st.
- BUFFALO MILLS (One mile north).—Highway crossing. One injured in wagon. Pennsylvania Railroad—Bedford Division. March 30th.
- LA HOSE (South of).—Highway crossing. One injured in automobile. Pennsylvania Railroad—Bellwood Division. June 4th.

- INDIANA.**—Street crossing. One injured in automobile. Pennsylvania Railroad—Conemaugh Division. August 7th.
- ASPINWALL.**—One pedestrian killed. Pennsylvania Railroad—Conemaugh Division. August 24th.
- BRACKENRIDGE.**—Two injured in wagon. Pennsylvania Railroad—Conemaugh Division. February 24th.
- VERONA.**—Grant Street. One pedestrian killed. Pennsylvania Railroad—Conemaugh Division. May 24th.
- PARNASSUS.**—One injured on motorcycle. Pennsylvania Railroad—Conemaugh Division. June 19th.
- BRADLEY JUNCTION** (North of).—Highway crossing. One injured in wagon. Pennsylvania Railroad—Cresson Division. August 29th.
- BARNESBORO.**—Maple Street. One injured in wagon. Pennsylvania Railroad—Cresson Division. October 21st.
- WILLIAMSPORT** (Two miles north).—Highway crossing. Two injured in wagon. Pennsylvania Railroad—Elmira Division. July 12th.
- GILLETT** (North of).—Highway crossing. One killed in wagon. Pennsylvania Railroad—Elmira Division. December 22nd.
- TROY.**—Dillon's crossing. Two injured in wagon. Pennsylvania Railroad—Elmira Division. February 18th.
- ELDORADO.**—Four injured in automobile. Pennsylvania Railroad—Middle Division. October 27th.
- ROARING SPRING.**—(Conductor flagging crossing at time of accident). One injured in automobile. Pennsylvania Railroad—Middle Division. June 23rd.
- BENTLEYVILLE.**—One pedestrian injured. Pennsylvania Railroad—Monongahela Division. April 1st.
- CLAIRTON.**—Highway crossing. One injured in wagon. Pennsylvania Railroad—Monongahela Division. June 6th.
- TULLYTOWN.**—Oxford Road crossing. Two killed and one injured in automobile. Pennsylvania Railroad—New York Division. April 21st.
- CROYDON.**—State highway. One killed and one injured in automobile. Pennsylvania Railroad—New York Division. April 21st.
- HOLMESBURG JUNCTION.**—One injured in wagon. Pennsylvania Railroad—New York Division. June 11th.
- BROOKVILLE.**—Highway crossing. Four injured in wagon. Pennsylvania Railroad—Northern Division. December 21st.
- EMLENTON.**—Main Street. One pedestrian injured. Pennsylvania Railroad—Northern Division. January 16th.
- MANORVILLE.**—Shoop's highway crossing. One injured in automobile. Pennsylvania Railroad—Northern Division. April 30th.
- MOUNTVILLE.**—Mann's crossing. One injured in wagon. Pennsylvania Railroad—Philadelphia Division. July 24th.
- HELLERS CHURCH.**—One injured in wagon. Pennsylvania Railroad—Philadelphia Division. September 16th.
- ROYALTON.**—Young's crossing. One pedestrian injured. Pennsylvania Railroad—Philadelphia Division. May 14th.
- CONNELLSVILLE.**—Sligo road crossing. One killed and 2 injured in automobile. Pennsylvania Railroad—Pittsburgh Division. August 22nd.
- PITTSBURGH.**—Duquesne freight station crossing. One injured in wagon. Pennsylvania Railroad—Pittsburgh Division. November 5th.
- BRADENVILLE.**—One killed and one injured in wagon. Pennsylvania Railroad—Pittsburgh Division. December 18th.
- REDSTONE JUNCTION.**—Highway crossing. Two injured in wagon. Pennsylvania Railroad—Pittsburgh Division. January 11th.

- JOHNSTOWN.—Haws crossing. One pedestrian killed. Pennsylvania Railroad—Pittsburgh Division. January 26th.
- SCOTTDALÉ.—Ruth's crossing. One pedestrian killed. Pennsylvania Railroad—Pittsburgh Division. April 23rd.
- HUFF.—Highway crossing. Two injured in automobile. Pennsylvania Railroad—Pittsburgh Division April 27th.
- MINERAL POINT.—Highway crossing. Two injured in wagon. Pennsylvania Railroad—Pittsburgh Division. May 31st.
- DUNBAR (South of).—Highway crossing. One pedestrian injured. Pennsylvania Railroad—Pittsburgh Division. June 18th.
- SEWARD.—One pedestrian killed. Pennsylvania Railroad—Pittsburgh Division. June 21st.
- CLARENDON (West of).—Highway crossing. One killed and one injured in automobile. Pennsylvania Railroad—Renovo Division. October 28th.
- KANE (E. Y. Tower).—Highway crossing. One killed in wagon. Pennsylvania Railroad—Renovo Division. October 29th.
- MONOCACY STATION.—One injured in wagon. Pennsylvania Railroad—Schuylkill Division. October 29th.
- SAGON JUNCTION.—Highway crossing. Three injured in automobile. Pennsylvania Railroad—Shamokin Division. October 24th.
- BUTTONWOOD.—Plymouth Ferry crossing. One injured in wagon. Pennsylvania Railroad—Sunbury Division. July 25th.
- MOCANAQUA (West of).—Highway crossing. One pedestrian killed. Pennsylvania Railroad—Sunbury Division. August 22nd.
- BRADY ROAD.—Highway crossing. One injured in wagon. Pennsylvania Railroad—Sunbury Division. March 26th.
- BUTTONWOOD.—Plymouth Ferry crossing. One injured in wagon. Pennsylvania Railroad—Sunbury Division. April 2nd.
- MILTON.—Walnut Street. One pedestrian killed. Pennsylvania Railroad—Williamsport Division. August 25th.
- SUNBURY.—Church Street. Two injured in wagon. Pennsylvania Railroad—Williamsport Division. June 11th.
- BOILING SPRINGS.—Otto's highway crossing. One killed in wagon. Philadelphia & Reading Railway—Harrisburg Division. May 22nd.
- PHILADELPHIA.—Franklin & Willow Streets. Two pedestrians injured. Philadelphia & Reading Railway—Philadelphia Division. August 5th.
- FREMONT JUNCTION.—Highway crossing. One injured in wagon. Philadelphia & Reading Railway.—Reading Division. July 22nd.
- READING.—Fair Ground crossing. Two injured in wagon. Philadelphia & Reading Railway.—Reading Division. September 10th.
- EMAUS JUNCTION.—Hess crossing. One killed and eight injured in automobile. Philadelphia & Reading Railway—Reading Division. September 2nd.
- READING.—2nd & Washington Streets. One injured in wagon. Philadelphia & Reading Railway—Reading Division. October 10th.
- EMAUS.—2nd Street. One pedestrian killed. Philadelphia & Reading Railway—Reading Division. December 5th.
- EMAUS.—2nd Street. One pedestrian killed. Philadelphia & Reading Railway—Reading Division. March 20th.
- ROCK CUT.—Kroninger's crossing. One injured in automobile. Philadelphia & Reading Railway—Reading Division. April 14th.
- LINFIELD.—One killed in wagon. Philadelphia & Reading Railway—Reading Division. May 1st.
- NEW COLUMBIA (1,700 feet south of).—One killed and one injured in wagon. Philadelphia & Reading Railway—Shamokin Division. November 24th.



- MUNCY.—Fort Penn crossing. One killed in sleigh. Philadelphia & Reading Railway—Shamokin Division. December 16th.
- TAMAQUA.—Vine Street. One killed in wagon. Philadelphia & Reading Railway—Shamokin Division. February 2nd.
- SUNBURY.—Fourth Street. One injured in wagon. Philadelphia & Reading Railway—Shamokin Division. February 27th.
- GROVANIA.—Highway crossing. Two killed in automobile. Philadelphia & Reading Railway—Shamokin Division. June 12th.
- HERNDON (South of).—Highway crossing. One injured in automobile. Philadelphia & Reading Railway—Shamokin Division. June 29th.
- SUPPLEE.—Dampman's crossing. Two injured in wagon. Philadelphia & Reading Railway—Wilmington & Columbia Division. October 23rd.
- WALBERT.—Highway crossing. Two injured in wagon. Philadelphia & Reading Railway—C. & F. Division. October 1st.
- SPRING CREEK.—Highway crossing. One employee and two injured in wagon (Employee on front of engine). Philadelphia & Reading Railway—C. & F. Division. May 28th.
- STARNERS.—Highway crossing. One injured in automobile. Philadelphia & Reading Railway—G. & H. Division. September 6th.
- GREEN MOUNT.—2nd Street Pike. Two injured in wagon. Philadelphia & Reading Railway—P. N. & N. Y. Division. July 22nd.
- GREEN MOUNT STATION. 2nd Street Pike. Two injured in wagon. Philadelphia & Reading—P. N. & N. Y. Division. March 25th.
- LANDISVILLE.—Harrisburg Pike. One injured on motorcycle. Philadelphia & Reading Railway—R. & C. Division. August 15th.
- LANCASTER JUNCTION.—Cassell crossing. One killed and one injured in wagon. Philadelphia & Reading Railway—R. & C. Division. August 19th.
- MECHANICSVILLE.—Manheim Turnpike. Two injured in automobile. Philadelphia & Reading Railway—R. & C. Division. August 24th.
- MANHEIM.—Prussian Street. One injured in wagon. Philadelphia & Reading Railway—R. & C. Division. November 27th.
- EAST PETERSBURG.—Highway crossing. Two killed and one injured in wagon. Philadelphia & Reading—R. & C. Division. December 28th.
- NORRISTOWN.—George Street. One pedestrian killed. Philadelphia & Reading—Stoney Creek Division. July 3rd.
- BELFRY.—Skippack Pike Crossing. One injured in automobile. Philadelphia & Reading Railway—Stoney Creek Division. July 16th.
- LANSDALE.—Hancock Street. One injured in wagon. Philadelphia & Reading Railway—Stoney Creek Division. August 7th.
- NEW CASTLE JUNCTION.—Station crossing. One pedestrian killed. Pittsburgh & Lake Erie Railroad. August 6th.
- NEW CASTLE JUNCTION.—Highway crossing. One pedestrian killed. Pittsburgh & Lake Erie Railroad. October 14th.
- BRADDOCK.—Grant Alley. One pedestrian killed. Pittsburgh & Lake Erie Railroad. December 27th.
- IVANHOE.—Highway crossing. One pedestrian injured. Pittsburgh & Lake Erie Railroad. February 6th.
- GIBSONTON.—Highway crossing. One pedestrian killed. Pittsburgh & Lake Erie Railroad. May 19th.
- HOUSTON.—McConnell Street. One pedestrian injured. Pittsburgh, Cincinnati, Chicago & St. Louis Railway. September 23rd.
- SYGAM (West of).—Highway crossing. One pedestrian killed. Pittsburgh, Cincinnati, Chicago & St. Louis Railway. December 22nd.



- KERSEY.—Highway crossing. One killed in wagon. Pittsburgh, Shawmut & Northern Railroad. July 11th.
- BROCKPORT (North of).—Highway crossing. One injured in automobile. Pittsburgh, Shawmut & Northern Railroad. June 14th.
- WAYNECASTLE.—Highway crossing. Collision of railroad motor car and automobile. One employee injured. Western Maryland Railway. August 6th.
- HANOVER.—Two injured in automobile. Western Maryland Railway Company. June 19th.
- KOBEEN (West of).—Highway crossing. One killed in wagon. Western Maryland Railway. June 21st.
- WARRENDALE.—Pittsburgh, Harmony, Butler & New Castle Railway. Three killed in wagon. April 20th.

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## COMPLAINTS, PETITIONS AND INVESTIGATED ACCIDENTS RELATIVE TO GRADE CROSSINGS—JULY 1ST, 1914, TO JUNE 30TH, 1915.

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- McBRIDE. THREE DEGREE CROSSING—Automobile struck at grade crossing on the line of the Bessemer & Lake Erie Railroad Company, July 31st, 1914. Crossing unprotected. Investigation made and Company agreed to install an electric alarm bell.
- BIGLER.—Automobile struck at unprotected grade crossing on the line of the New York Central Railroad Company, August 12th, 1914. Investigation developed that the view approaching crossing is good in both directions.
- SOMERSET. SOUTH MAIN CROSS STREET EXTENSION.—Complaint filed as to dangerous condition existing at this crossing on the line of the Baltimore & Ohio Railroad Company. Crossing inspected. Respondent advises that crossing will not be blocked for an unreasonable time; and watchman instructed to protect same during the hours at which children are going to and coming from school.
- TAMAQUA, BOROUGH OF.—(R. J. Graeff, Borough Solicitor).—Complaint as to dangerous grade crossings at East Broad Street, Centre Street and the intersection of Hazle and Greenwood Street in the Borough, on the lines of the Philadelphia & Reading Railway Company, Central Railroad Company of New Jersey and the Lehigh & New England Railroad Company. As the result of an investigation watchmen were assigned to these crossings.
- EMAUS JUNCTION.—Automobile struck at Kline's crossing on the line of the Philadelphia & Reading Railway Company, September 2nd, 1914. Accident investigated and respondent requested to place an electric alarm bell. Respondent advises that bell was installed December 1st, 1914.
- LOCK HAVEN CITY SCHOOLS.—Petition for foot-bridge at Fourth Street in the City, over the line of the Pennsylvania Railroad Company. Investigator of Accidents reported to the Commission that the Railroad Company and the City had entered into an agreement for the erection of a bridge. His report was approved.

BUTZ, J. R.—Petition for additional protection at Main Street crossing, Topton, on the line of the Philadelphia & Reading Railway Company. Inspection made and complaint dismissed.

LINFIELD CROSSING.—Team struck at unprotected crossing on the line of the Philadelphia & Reading Railway Company, May 1st, 1915. Investigation made and respondent advises that tool-house obstructing view of crossing would be removed.

NEW CASTLE. McCLEARY AVENUE.—Accident at unprotected grade crossing on the line of the Pennsylvania Railroad Company, April 21st, 1915. Investigation made. Respondent advises that electric alarm bell will be installed, as per recommendation.

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## REPORT OF THE INVESTIGATOR OF ACCIDENTS ON ACCIDENT—PHILADELPHIA & READING RAILWAY COMPANY, BLACK ROCK TUNNEL, SEPTEMBER 21ST, 1914.

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Harrisburg, Pa., October 6th, 1914.

To the Members of the Public Service Commission of the Commonwealth of Pennsylvania:

Gentlemen: On September 21st, 1914, passenger train No. 97 of the Philadelphia & Reading Railway struck and killed a woman about 1,000 feet south of the entrance to Black Rock Tunnel, which is located on the line of this railway approximately one mile north of Phoenixville in the County of Chester.

It is the practice in railroad operation for the engineer to stop his train as promptly as possible when a person has been struck, and this regulation was observed by the engineman of train Number 97 when the unfortunate woman met her death.

The train consisted of nine cars and when it stopped seven of them were in the tunnel and the other two were outside.

Arrangements were then made for the removal of the body of the woman and when they had been completed the conductor of the train signalled it to proceed. There was no response to this signal and Engine Number 595, which was following the passenger train, was summoned to assist, with the result that the entire train was pushed into the tunnel, where it again came to a stop.

The conductor then went forward to ascertain the cause of the delay. He was found later alongside the track and died shortly after his removal from the tunnel. The engineer was found dead in the cab of his engine and the fireman, who was overcome but who subsequently recovered, was discovered near the side of the train.

Two of the passengers who were lending their aid to start the train were also overcome but were discharged from the hospital two days later.

The generally accepted theory is that these people were affected by coal gas, and the regular report of the Philadelphia & Reading Railway Company to the Division of Accidents of this Commission confirms this view of the matter.

I have made an investigation of this disaster, which included an inspection of the tunnel, and I have found these facts:

The total length of the tunnel is 1,931 feet.

There are five air shafts in it, ranging from 6 feet in diameter to 8 feet.

There is a north and a south bound track through the tunnel and all of the shafts are located above the north bound track.

There are 10 rails at the bottom of each shaft and about 18 inches above these rails there are ten additional rails laid in opposite direction to the lower ones. They are all cemented in rock and their purpose is to prevent stone or like matter from falling to the roadbed of the line.

At the top of each shaft is a masonry wall 5 feet above the surface of the ground.

This tunnel was originally built in the year 1838, at which time but one track was laid through it, and this explains the fact that all the air shafts are above the north bound track.

In the year 1859 it was enlarged and another track was laid.

The tunnel is not provided with forced ventilation.

The location of the other principal tunnels on the line of the Philadelphia & Reading Railway with their respective lengths follows:

Manayunk, .....	940 ft.
Tamaqua, .....	928 ft.
Mahanoy, .....	3403 ft.
Lofty, .....	1025 ft.
Shunans, .....	372 ft.
Perkasie, .....	2119 ft.
Dillinger, .....	1718 ft.

Of the above, that at Mahanoy alone is provided with forced ventilation.

With a view of obtaining information that might be of value in preventing a recurrence of such an accident as that with which this report deals, I communicated with Mr. H. W. Belnap, Chief of the Division of Safety of the Interstate Commerce Commission, and received the following reply:

"Acknowledging receipt of your letter of September 28th, beg to advise that I know of no State or Federal regulations regarding the forced ventilation of railroad tunnels. So far as I know no legislation of this character has been before the Congress. To provide proper safety it would appear to me that all tunnels wherein there is possibility of employees being overcome by gases should have some form of forced ventilation.

I fully recognize the difficulties of train operation in a mountainous country where tunnels are necessary, and it is not altogether improbable that eventually trains will be handled by electric power through these tunnels in order to obviate the danger inherent with the present system of train operation. I regret that I am not in position to furnish you information that would be of particular value to you in the accident you have under investigation."

I submit the foregoing to the Commission with the hope that a consideration of the facts and circumstances presented may lead to a recommendation of some character that will meet the conditions which this accident has brought to our attention.

Respectfully,

(Signed) JOHN P. DOHONEY,  
Investigator of Accidents.

Harrisburg, Pa., June 15th, 1915.

To the Members of the Public Service Commission of the Commonwealth of Pennsylvania:

Gentlemen: Herewith appended is a statistical exhibit relating to tunnels located on the lines of various steam railroads within the State of Pennsylvania. It concerns 151 tunnels aggregating 31.45 miles and substantially embraces the following information:

Number of Tunnels.

Name.

Length.

Width.

Height.

When Constructed and Character of Construction.

Method of Ventilation.

Number of Tracks.

Degree of Curves and Percentage of Grades.

The collection of this data was occasioned by the fact that on September 21st, 1914, a passenger train operated by the Philadelphia & Reading Railway Company was stalled in Black Rock Tunnel, which is located one mile north of Phoenixville in the County of Chester. Before the train was got under way two of the trainmen were fatally overcome by coal gas and two passengers were temporarily affected through the same agency.

On December 17th, 1914, a Committee representing the Brotherhood of Locomotive Engineers appeared before the Public Service Commission of Pennsylvania and testified in substance that owing to the lack of ventilation in some of the tunnels the lives of the men who have to go through them are endangered.

It was the thought of the Commission that there should be an inquiry into the situation with a view of determining whether the necessity exists for the adoption of measures for the improvement of the ventilation in these tunnels, and I now present the matter to you for such consideration and disposition as in your judgment the subject justifies.

Respectfully,

(Signed) JOHN P. DOHONEY,  
Investigator of Accidents.



Tunnels on Steam Railroads in Pennsylvania, showing length, width, height, date and character, method of ventilation and number of tracks.

Name of Company.	Number of tunnels.	Name.	Length.	Width.	Height.	When constructed.	Character of Construction.	Method of Ventilation.	Number tracks.
Baltimore and Ohio.	28	Fairmount Park Tunnel, .....	1,576'	30'	17' 03"	1886	Stone portals and walls—Brick arch.	Natural, .....	2
		Grey's Ferry Road Tunnel, .....	399'	30'	20.35'	1886	Stone portals and walls—Brick arch.	Natural, .....	2
		Boone Tunnel, .....	625'	30'	18.75'	1885	Stone portals and walls—Brick arch.	Natural, .....	2
		Falls Cut Tunnel, .....	517.5'	30'	23.1'	1893	Brick portals, walls and arch, .....	Natural, .....	2
		Sand Patch Tunnel, .....	Closed to traffic						
		Pinkerton Tunnel, .....	1,100'	28'	24.26'	1885	Stone portals and walls—Brick arch.	Natural, .....	2
		Shoo Fly Tunnel, .....	1,312'	28'	23.43'	1886	Brick portals, walls and arch, .....	Natural, .....	1
		Brook Tunnel, .....	1,857'	28'	20.71'	1886	Stone portals, walls and arch, .....	Natural, .....	1
		Baileford Tunnel, .....	403'	18'	21.27'	1903	Stone portals, walls and arch, .....	Natural, .....	1
		S. Penn Railroad Tunnel, .....	146'	28'	22' 7"	.....	Stone portals and walls—Brick arch.	Natural, .....	1
		Hogback Tunnel, .....	322.5'	45'	18.10'	.....	Stone portals and walls—Brick arch.	Natural, .....	1
		Morgan Tunnel, .....	408'	26' 5"	22.50'	1900	Stone portals and walls—Brick arch.	Natural, .....	1
		Schenley Tunnel, .....	2,871'	26'	22.08'	1882-83	Stone portals, brick walls and arch, .....	Natural, .....	1
		Etna Tunnel, .....	438.4'	30'	22' 7"	1902	Brick portals, walls and arch, .....	Natural, .....	2
		Glenshaw Tunnel, .....	200'	30'	27'	1900	Brick portals, walls and arch, .....	Natural, .....	2
		Bakertown Tunnel, .....	63.2'	14' 6"	17.855'	.....	(Closed to traffic 1913)	Natural, .....	2
		Ellwood Tunnel, .....	691.5'	27'	22.91'	.....	Stone portals and walls—Brick arch.	Natural, .....	2
		Whitchall Tunnel, .....	1,630'	30'	23'	1901-02	Brick portals and walls—Brick arch.	Natural, .....	2
		Thomas Tunnel, .....	1,060'	30'	23' 6"	1901-02	Brick portals and walls—Brick arch.	Natural, .....	2
		Brady Tunnel, .....	1,739'	27'	23.45'	1883-84	Stone portals, stone and brick walls—Brick arch.	Natural, .....	2
		No. 6 or Finney Tunnel, .....	1,052'	27.5'	22.75'	1886	Stone portals and walls—Brick arch.	Natural, .....	1
		Taylorstown Tunnel, .....	479'	26'	20.27'	1886	Stone portals and walls—Brick arch.	Natural, .....	1
		No. 4 Tunnel, .....	396'	26'	20'	1886-87	Stone portals and walls—Brick arch.	Natural, .....	1
		No. 3 Tunnel, .....	694'	30'	22' 6"	1906-07	Brick portals and walls—Brick arch.	Natural, .....	1
		No. 2 Tunnel, .....	864'	27'	23.15'	1882	Stone portals and walls—Brick arch.	Natural, .....	1
		Glade Run Tunnel, .....	350'	15'	18.76'	.....	Timber lined, .....	Natural, .....	1
		New Sand Patch Tunnel, .....	4,175'	31'	24.95'	1911-12	Concrete portals, walls and arch, .....	Natural, and shafts.	2
Bessemer and Lake Erie.	1	Callowhill Street Tunnel, .....	724'	27' 3"	22' 3"	1886	Stone walls—iron girders, .....	Natural, .....	2
		Culmerville Tunnel, .....	400'	23'	18'	1896	Brick arch, .....	Natural, .....	2
Buffalo and Susquehanna.	3	Sabula Tunnel, .....	1,547'	16' 4"	21'	1903-04	Lined with concrete, .....	Natural, .....	1
		West Liberty Tunnel, .....	370'	16' 4"	21'	1903-04	Lined with concrete, .....	Natural, .....	1
Buffalo, Rochester and Pittsburgh.	4	Indiana Tunnel, .....	645'	16' 4"	21'	1903-04	Lined with concrete, .....	Natural, .....	1
		Stonewall Tunnel, .....	683'	16'	20' 8"	1903-04	Concrete, brick and stone, .....	Natural, .....	1
		Stonewall Tunnel, .....	713' 9"	16'	20' 10"	1898-99	Stone masonry—Brick arch, .....	Natural, .....	1
		Stonewall Tunnel, .....	2,821' 4"	16'	20' 11 1/2"	1898-99	Stone masonry—Brick arch, .....	Natural, .....	1

Central R. R. Co.	2	Empire Tunnel, .....	1,018'	30'	24' 7"	1908	Stone masonry, brick and concrete.	Natural.	2
of N. J. Lacka-	2	Tunnel, .....	1,725'	16-24'	17' 6"	1844	Through rock—Stone masonry portals.	Natural.	2
Delaware, .....		Glen Onoko Tunnel, .....	384'	25' 6"	17' 6"	1864	Through rock, .....	Natural.	1
wanna and West-		E. B. Tunnel, .....	785'	29' 6"	17' 3"	1906-06	Through rock, .....	Natural.	1
ern.		Nay Aug W. B. Tunnel, .....	785'	26' 6"	15' 9"	1855	Through rock, .....	Direct draft.	1
		Nicholson E. B. Tunnel, .....	2,175'	14' 6"	18' 6"	1883	Stone masonry, concrete and brick.	Shafts and cross	1
		W. B. Tunnel, .....	2,175'	16'	15' 4"	1855	Stone masonry, concrete and brick.	culs.	1
East Broad Top R.		Sidling Hill Tunnel, .....	800'	13'	15'	1872	Shale, sandstone and timber.	Shafts and cross	1
R. and Coal Co.		Wrays Hill Tunnel, .....	1,900'	13'	15 1/2'	1872	Stone arch, slate and sandstone.	culs.	1
Lake Shore and	4	No. 1 (Near Carl) Tunnel, .....	2,973'	29'	21'	1907	Concrete walls and brick arch.	Natural.	1
Michigan So.		No. 2 (Near Madison) Tunnel, .....	2,183'	29'	21'	1907	Concrete walls and brick arch.	Natural.	1
		No. 3 Tunnel, .....	1,739'	29'	21'	1907	Concrete walls and brick arch.	Natural.	1
Lehigh & New Eng-	2	Bridge No. 350 Tunnel, .....	921'	13' 6"	17' 5"	1870	Natural rock, .....	Natural.	1
land.		Nesquehoning Tunnel, .....	3,785'	15'	17'	1870-72	Natural rock, .....	Vertical shaft.	1
Lehigh Valley, .....	3	Crane Tunnel, .....	732'	15'	21'	1909-10	Re-inforced concrete.	1 small chimney.	1
		Jeddo Tunnel, .....	978'	18'	16'	1856-59	Solid rock, masonry and timber.	Natural.	1
		Rockport Tunnel, .....	1,180'	26' 11"	19'	1882-84	Natural rock and stone masonry.	Natural.	1
Monongahela, .....	3	Voshop Tunnel, .....	3,902'	26' 1'	18'	1883-86	Stone arch—Brick ring.	Natural.	1
		Market St. Tunnel, .....	1,677'	27'	18'	1904	Stone arch—Brick ring.	Natural.	1
		Simpson Tunnel, .....	814'	17'	18'	1904	Stone arch—Brick ring.	Natural.	1
		Ache Tunnel, .....	229-78'	16' 6"	21' 2 1/2"	1900	Concrete footing—Timber lined.	Natural.	1
		Greer Tunnel, .....	225'	20'	22'	1913	Concrete and rock.	Natural.	1
Montour, .....	2	Bishop Tunnel, .....	633'	20'	18'	1913	Concrete and rock.	Natural.	1
New York Central &	8	Hog Back Tunnel, .....	345'	15' 5"	17' 8"	1883	Stone and brick lining.	Natural.	1
Hudson River R.		Peale Tunnel, .....	1,277'	14'	17' 8"	1883	Stone and brick lining.	Natural.	1
		Friendship Tunnel, .....	770'	26' 4"	17' 8"	1894	Stone and brick lining.	Natural.	1
		Hoyt Tunnel, .....	417'	26' 4"	19'	1894	Stone and brick lining.	Natural.	1
		Fulton Tunnel, .....	2,717'	14' 5"	21' 2"	1901	Concrete lining.	Natural.	1
		Shawsville Tunnel, .....	1,792'	14' 5"	21' 1"	1901	Concrete lining.	Natural.	1
		Deer Tunnel, .....	1,451'	15' 10"	21' 1"	1901	Concrete lining.	Natural.	1
		Karthaus Tunnel, .....	1,428'	18' 1"	21' 1"	1901	Concrete and timber lining.	Natural.	1
North Shore, .....	1	Park Quarries Tunnel, .....	400'	15'	15'	1901	Rock, .....	Natural.	1
Pennsylvania R. R.,	40	Poplar St. Tunnel, .....	231'	16' 4 1/2"	15'	1905	Stone abutment—Brick ring.	Natural.	1
		33d Street Tunnel, .....	496'	28'	16' 10 1/2"	1892	Stone abutment—Brick ring.	Natural.	1
		30th St. W. Phila. Tunnel, .....	179'	31' 6"	16' 6"	1893	Stone abutment—Brick ring.	Natural.	1
		Market St. W. Phila. Tunnel, .....	754'	20' 8"	17' 5"	1866	Stone abutment—Brick ring.	Natural.	1
		Hill Yard W. Phila. Tunnel, .....	287'	49'	20' 11 1/2"	1903	Stone abutment—Brick ring.	Natural.	1
		Powelson Ave. Tunnel, .....	365'	38'	17' 2"	1903	Stone abutment—Brick ring.	Natural.	1
		Zoo Garden Tunnel, .....	380'	30'	16' 2 1/2"	1904	Stone abutment—Brick ring.	Natural.	1
		40th Street Tunnel, .....	1,000'	30'	16' 2 1/2"	1904	Stone abutment—Brick ring.	Natural.	1
		53rd Street Tunnel, .....	335'	16'	16' 11"	1902	Stone abutment—Brick ring.	Natural.	1
		Gallagherville Tunnel, .....	347'	30'	16' 11"	1902	Stone abutment—Brick ring.	Natural.	1
		Columbia Tunnel, .....	162'	25'	18' 10"	1906	Stone abutment—Brick ring.	Natural.	1
		Phoenixville Tunnel, .....	813'	24'	19' 9"	1850	Stone abutment—Brick ring.	Natural.	1
		W. B. Enola Tunnel, .....	452'	20'	17' 3"	1884	Stone abutment—Brick ring.	Natural.	1
		W. B. Enola Tunnel, .....	145'	20'	17' 3"	1905	Stone abutment—Brick ring.	Natural.	1
		E. B. Enola Tunnel, .....	240'	20'	17' 10"	1905	Stone abutment—Brick ring.	Natural.	1

Name of Company.	Number of tunnels.	Name.	Length.	Width.	Height.	When constructed.	Character of Construction.	Method of Ventilation.	Number tracks.
Philadelphia and Reading.		Gallitzin Tunnel, .....	3,612'	16' 6"	20	1904	Concrete—Stone block lining.	Fan blower—E. end.	1
		New Portage, .....	1,630'	28'	19' 3"	1855	Stone abuttment—Brick ring.	.....	2
		Radebaugh Tunnel, .....	460'	22'	18' 6"	1852	Stone abuttment—Brick ring.	.....	2
		Radebaugh Tunnel, .....	2,088'	28'	20'	1892	Stone abuttment—Brick ring.	.....	2
		Youghiogheny Tunnel, .....	633'	19' 3"	19'	1875	Stone abuttment—Brick ring.	.....	1
		Donahoe Tunnel, .....	824'	22'	17' 8"	1853	Stone abuttment—Brick ring.	.....	2
		Bow Tunnel, .....	760'	21' 6"	21' 5 1/2"	1864	Stone abuttment—Brick ring.	.....	2
		Salina Tunnel, .....	1,365'	26' 6"	19' 6"	1883	Natural rock—Stone abuttment—Brick ring.	.....	2
		Leechburg Tunnel, .....	1,425'	21' 4"	19'	1864	Stone abuttment—Brick ring.	.....	1
		Port Perry Tunnel, .....	507'	28'	20' 2"	1877	Stone abuttment—Brick ring.	.....	2
		Caledonia Tunnel, .....	424'	26' 2"	19' 10"	1876	Stone abuttment—Brick ring.	.....	1
		Summit Tunnel, .....	1,965'	23' 8"	19' 10"	1876	Stone abuttment—Brick ring.	.....	1
		Brookville Tunnel, .....	754'	25'	19' 7"	1877	Stone abuttment—Brick ring.	.....	1
		Climax Tunnel, .....	510'	25' 6"	19' 10"	1877	Stone abuttment—Brick ring.	.....	1
		Long Point Tunnel, .....	646'	25' 2"	19' 11"	1873	Stone abuttment—Brick ring.	.....	1
		Beaver Dam Tunnel, .....	252'	14' 2"	16' 11"	1872	Stone abuttment—Brick ring.	.....	1
		Paddy Mt. Tunnel, .....	266'	13' 6"	17' 6"	1872	Stone abuttment—Brick ring.	.....	1
		St. Clair Tunnel, .....	748'	26'	19' 11"	1886	Stone abuttment—Brick ring.	.....	1
		Howard Tunnel, .....	253'	22' 9"	17' 11"	1838	Stone abuttment—Brick ring.	.....	1
		Jump-over Tunnel, .....	367'	30'	18' 6"	1903	Stone abuttment—Brick ring.	.....	2
		Penn'a Ave. Subway Tunnel, ..	2,710'	50' 4 1/2"	21'	1897-98	Brick and stone segmental arch.	13 openings in roof.	4
		Manayunk Tunnel, .....	940'	23' 6"	16'	1835-36	Partly lined with concrete.	Natural.	2
		Phoenixville Tunnel, .....	1,931'	24' 4"	16'	1835-42	Partly lined with concrete, brick and stone.	3 air shafts.	2
		Port Clinton Tunnel, .....	1,665'	13' 4"	15' 4 1/2"	1835-42	Partly lined with timber, stone and concrete.	Natural.	1
		Tamaqua Tunnel, .....	920'	12' 9"	15' 6"	1830-31	Partly lined with timber.	Natural.	*1
		Matanoy Tunnel, .....	3,406'	12' 1"	14' 10"	1859-63	Partly lined with timber, stone and concrete.	Air shaft with "an.	1
		Lofty Tunnel, .....	1,023'	12' 6"	15' 1"	1898-54	Partly lined with timber.	Natural.	1
		Shumans Tunnel, .....	305'	13' 4"	15' 3 1/2"	1838-54	Partly lined with timber, brick and stone.	Natural.	1
		Gwynedd Valley Tunnel, .....	299'	24' 7 1/2"	16' 6"	1853-57	Partly lined with concrete, brick and stone.	Natural.	2
		Perkasie Tunnel, .....	2,134'	23' 6 1/2"	17'	1852-57	Partly lined with concrete, brick and stone.	Air shaft.	2
		Dillinger Tunnel, .....	1,683'	13' 4"	16' 10"	1865-75	Lined with timber throughout.	Natural.	1

Pittsburgh and Lake Erie.	1	Jones & Laughlin Tunnel, .....	1,630'	24'	17	1832-83	Stone side walls—Steel girders—Brick arches.	Natural.	2
Pittsburgh, Chartiers and Youghiogheny.	1	Essen Tunnel, .....	338'	12' 7"	16' 5 1/2"	1882	Hard shale, concrete, brick and stone.	Natural.	1
Pittsburgh, Cincinnati, Chicago and St. Louis Rwy.	4	No. 1 Tunnel, .....	1,417'	20'	17' 10"	1885	Stone and brick, .....	Natural.	2
		No. 2 Tunnel, .....	2,371'	25'	19' 6"	1871	Brick arch—Tie bracing—Stone.	Natural.	2
		No. 4 Tunnel, .....	823'	25'	19' 6"	1869-70-88	Brick arch—Tie and timber bracing.	Natural.	2
		No. 13 Tunnel, .....	510'	26'	21' 2"	1892	Brick arch and stone.	Natural.	2
Pittsburgh, Shawmut and Northern.	5	No. 1 Knoxdale Tunnel, .....	819'	16' 6"	13' 7"	1909-12	Concrete lining.	Natural.	1
		No. 2 Coulter Tunnel, .....	2,025'	16' 6"	13' 7"	1909-12	Concrete and timber lining.	Natural.	1
		No. 3 Mack Tunnel, .....	1,989'	16' 6"	13' 7"	1909-12	Concrete and timber lining.	Natural.	1
		No. 4 Mack Tunnel, .....	843'	16' 6"	13' 7"	1909-12	Concrete lining.	Natural.	1
		No. 5 Mahoning Tunnel, .....	1,014'	16' 6"	13' 7"	1909-12	Concrete lining.	Natural.	1
Pittsburgh, Westmoreland and Somerset.	1	Quemahoning Tunnel, .....	850'	14'	22'	1906	Ends stone and brick—Timber lining.	Natural.	1
Susquehanna, Bloomsburg and Berwick.	1	Jerseytown Tunnel, .....	133.3'	12'	18' 4"	1889	Brick arch lining.	Natural.	1
Union Railroad, ...	1	North Bessemer Tunnel, .....	2,907'	.....	21' 6"	1897-98	Shale rock—Stone walls—Brick arch.	Air shaft (inadequate).	2
Wabash - Pittsburgh Terminal.	17	Mt. Washington Tunnel, .....	3,344'	27'	21-22'	1904	Concrete lining.	Natural.	2
		Greentree Tunnel, .....	4,716'	27'	22'	1904	Concrete lining and brick.	Natural.	2
		Acheson Tunnel, .....	830'	27'	22'	1904	Concrete lining.	Natural.	2
		Hickory Tunnel, .....	371'	27'	22'	1904	Concrete lining.	Natural.	2
		McGugin Tunnel, .....	461'	27'	22'	1904	Concrete lining.	Natural.	2
		Craighead Tunnel, .....	1,163'	27'	22'	1904	Concrete lining.	Natural.	2
		Buxton Tunnel, .....	1,081'	27'	22'	1904	Concrete lining.	Natural.	2
		State Line Tunnel, .....	1,484'	27'	21' 3"	1904	Concrete lining.	Natural.	2
		Ohio River Tunnel, .....	269'	27'	22'	1904	Concrete lining.	Natural.	2
		Coen Tunnel, .....	856'	27'	22'	1904	Concrete lining.	Natural.	2
		Adams Tunnel, .....	641'	28'	23'	1904	Concrete lining.	Natural.	2
		Fellows Tunnel, .....	1,053'	27'	22'	1904	Concrete lining.	Natural.	2
		Hunter Tunnel, .....	587'	27'	22'	1904	Concrete lining.	Natural.	2
		Oliver Tunnel, .....	351'	27'	22'	1904	Concrete lining.	Natural.	2
		Warren Tunnel, .....	970'	27'	22'	1904	Concrete lining.	Natural.	2
		Copeland Tunnel, .....	874'	27'	22'	1904	Concrete lining.	Natural.	2
		Hanna Tunnel, .....	1,054'	27'	22'	1904	Concrete lining.	Natural.	2
Washington Run, ...	1	Washington Run R. R. Tunnel, .....	218.4'	14.9'	21.5'	1899	Brick portals—Walls rubble masonry.	Natural.	1
Western Allegheny...	1	Blackburn Tunnel, .....	972'	16'	22'	1903	Timber construction.	Natural.	1
Western Maryland...	3	Pinkerton Tunnel, .....	851'	30'	23'	1911	Concrete lining.	Natural.	1
		Big Savage Tunnel, .....	3,296'	17'	22'	1911	Concrete lining.	Natural.	1
		Big Savage Tunnel, .....	554'	15-16'	18 1/2-19'	1885-89	Hard sandstone.	Natural.	1
West Side Belt, ...	1	Blackburn Tunnel, .....	437'	27'	22'	1903	Brick lining—Stone facades.	Natural.	1



## Tunnels on Steam Railroads in Pennsylvania, showing degree of curve and percentage of grade.

Name of Railroad.	Tunnel.	Degree of Curve and Percentage of Grade.
Baltimore & Ohio, .....	<p>Airmount Park Tunnel, .....            Gray's Ferry Road Tunnel, .....            Boone Tunnel, .....            Falls Cut Tunnel, .....            Sand Patch Tunnel, .....            Pinkerton Tunnel, .....            Shoo Fly Tunnel, .....            Brook Tunnel, .....            Benford Tunnel, .....            S. Penn R. R. Tunnel, .....            Hogback Tunnel, .....            Morgan Tunnel, .....            Schenley Tunnel, .....            Etina Tunnel, .....            Glenshaw Tunnel, .....            Bakerstown Tunnel, .....            Ellwood Tunnel, .....            Whitehall Tunnel, .....            Thomas Tunnel, .....            Brady Tunnel, .....            No. 6, or Finney Tunnel, .....            Taylorstown No. 5 Tunnel, .....            No. 4 Tunnel, .....            No. 3 Tunnel, .....            No. 2 Tunnel, .....            Glade Run Tunnel, .....            New Sand Patch Tunnel, .....            Callowhill St. Tunnel, .....            Culmerville Tunnel, .....            Sabula Tunnel, .....            Cottage Hill Tunnel, .....            West Liberty Tunnel, .....            Indiana Tunnel, .....            Stombaugh Tunnel, .....            Simpson Tunnel, .....</p>	<p>Tangent 538'—92% grade east, 8 degree curve, 738'.            132' 4 Deg. curve—237' tangent, 250' .8 % grade, 149' level.            Tangent; 0.685% grade, east.            (Closed to traffic.)            6 Deg. curve; 0.492% grade, east.            6 Deg. 30' curve, level.            Tangent; 0.683% grade, east.            8 Deg. curve, 0.43% grade 214', 0.53% grade 191'.            8 Deg. curve 98 ft. Tangent 48 ft. 1.5% grade, west.            9 Deg. curve, 0.8% grade east.            2 Deg. curve, 1.21% grade west.            3 Deg. 5 ft. curve 378 ft. Tangent 2,493 ft., 1.04% grade, east.            6 Deg. curve, 0.50% grade, east.            4 Deg. 10 ft. curve, 0.5% grade east.            Tangent, 0.35% grade east.            2 D eg 1 ft. curve, 0.4% grade, east.            Tangent, 1.35% grade, east.            Tangent, 0.4% grade, east.            5 Deg. 45 ft. curve, 417 ft.; tangent 1,322 ft. 1.3% grade, east.            3 Deg. 37½ ft. curve, 1.0% grade, east.            Tangent, 1.25% grade, east.            Tangent, 1.2% grade, east.            5 Deg. curve 361 ft., Tangent 333 ft. 0.7% grade east.            3 Deg. 30 ft. curve 657 ft., Tangent 207 ft., 1.15% grade east.            Tangent, 1% grade east.            Tangent, 0.5% grade west.            1.30% grade, east. Tangent.            Curve in N. end 9 Deg., curve in S. end 8 Deg. North-bound grade 0.5%; S. B. grade 0.2%.            Curve in S. end 8 Deg. 20'; Grades—N. B. 0.2%—S. B. 1.2%.            3 Deg. curve in N. end. One grade, S. B. 0.5%.            Tangent. Entering grade plus 0.30%, leaving grade level. Going south.            Tangent. Entering grade level. V. C. 800 ft. long. Leaving grade minus 1.00%—going south.            Tangent. Entering grade plus 0.25%. V. C. 900 ft. long. Leaving grade minus 0.50%, going south.            Per cent. of grade plus 0.44% going south.            Tangent, grade 1%.            200 ft. in tangent, 134 ft. in 11 Deg. 30' curve. Grade 0.1%.            Tangent plus 1.            Tangent minus 1.            Tangent plus .48% 900' minus .25% 600', 675 level.            Tangent minus .48% 900', plus 25% 600', 675' level.</p>
Bessemer & Lake Erie, .....		
Buffalo & Susquehanna, .....		
Buffalo, Rochester & Pittsburgh,		
Central Railroad Co. of N. J.,		
Delaware, Lackawanna & Western,		

East Broad Top R. R. & Coal Co.	Sidling Hill Tunnel, .....	17 Deg. approach curve at each end. Going south 18% ascend. for 450', 3% descend. for 350'. Straight track, going south 2% ascend. for 600', 3% descend. for 690'.
Lake Shore & Michigan Southern.	Wrays Hill Tunnel, .....	Tangent and ascending grade 0.76% eastwardly.
	No. 1 (Near Carl) Tunnel, .....	Tangent and ascending grade 0.22% eastwardly.
	No. 2 (Near Madison) Tunnel, .....	Tangent and ascending grade 0.22% eastwardly.
	No. 3 Tunnel, .....	Easterly 540' of tunnel on an 8 Deg. curve, balance on tangent. Grade level.
Lehigh & New England, .....	Bridge No. 350 Tunnel, .....	Tangent. Grade: N. to S. 0.406% ascend. for 1,550', level 275'; descend. 0.21% 1,960'.
	Nesquehoning Tunnel, .....	W. to E. 4 Deg. curve left, about 200 ft. Tangent 307 ft; 10 Deg. curve right, about 225 ft.
	Crane Tunnel, .....	Grade 1.36% ascending.
Lehigh Valley, .....	Jeddo Tunnel, .....	No curve. Grade level through tunnel.
	Rockport Tunnel, .....	Curve: 5 Deg. 20' entire length of track. Grade: 0.52%.
Monongahela Railroad, .....	Vosburg Tunnel, .....	Curve: West end—5 Deg. 30'.
	Market St. Tunnel, .....	5 Deg. curve—Level.
	Simpson Tunnel, .....	Curve: (Compound) 9 Deg. 00'—6 Deg. 30—6 Deg. 00'. Grade: plus 0.585%.
Montour Railroad, .....	Ache Tunnel, .....	8 Deg. curve. Grade: plus 0.21%, minus 0.26%.
	Greer Tunnel, .....	6 Deg. curve, 0.875 Deg. grade.
	Hishon Tunnel, .....	5 Deg. curve, 1.025 Deg. grade.
	Hog Back Tunnel, .....	Curve: 345' degree; 5 Deg. 00'. Grade 0.89%.
	Peale Tunnel, .....	Tangent 1,277', grade: 0.75%.
	Friendship Tunnel, .....	Tangent 854', curve 116', degree: 00' grade: 0.4% Max.
	Hoyt Tunnel, .....	Tangent 186', curve 231', degree: 10 Deg. 00' grade: 1.10%.
	Fulton Tunnel, .....	Tangent 2,624', curve: 93', degree: 00' grade: 0.26%.
	Shawsville Tunnel, .....	Tangent, 1,354', curve: 436', degree: 00' grade 0.26%.
	Beer Tunnel, .....	Curve: 1,151', degree: 6 Deg. 00' grade 0.20%.
	Karthaus Tunnel, .....	Curve: 1,428', degree: 5 Deg. 50' grade: 0.30%.
	Park Quarries Tunnel, .....	No curves—No grades.
	Poplar Street Tunnel, .....	Curve: 5 Deg. 0' grade: 1%.
North Shore, .....	14th Street Tunnel, .....	Tangent. Grade: 1%.
Pennsylvania Railroad, .....	15th Street Tunnel, .....	Curve: 9 Deg. 0' Grade: Level.
	Market St. Tunnel, .....	Tangent. Grade: 0.8%.
	Hill Yard Tunnel, .....	Curve: 1 Deg., grade: 0.5%.
	Powerton Ave. Tunnel, .....	Curve: 1 Deg., grade: 0.5%.
	Zoo Garden Tunnel, .....	Tangent. Grade: 1%.
	40th Street Tunnel, .....	Curve: 6 Deg. 10', grade: 1%.
	53rd Street Tunnel, .....	Curve: 10 Deg. 0', grade: 4%.
	Calhounville Tunnel, .....	Curve: 2 Deg., grade 1.18%.
	Columbia Tunnel, .....	Curve: 9 Deg., grade: 0.2%.
	Columbia Tunnel, .....	Tangent. Grade: 0.17%.
	W. B. Enola Tunnel, .....	Tangent. Grade: 0.4%.
	W. B. Enola Tunnel, .....	Tangent. Grade: 0.4%.
	W. B. Enola Tunnel, .....	Tangent. Grade: Level.
	Spruce Creek Tunnel, .....	Tangent. Grade: 0.4%.
	Spruce Creek Tunnel, .....	Tangent. Grade: 0.37%.
	Spruce Creek Tunnel, .....	Tangent. Grade: 0.4%.
	Carrolltown Tunnel, .....	Tangent. Grade: 0.2%.
	Allegheny Tunnel, .....	Tangent. Grade: 1.3%.
	Gallatin Tunnel, .....	Tangent. Grade: 1.3%.
	New Portage Tunnel, .....	Tangent. Grade: 1.4%.
	Radabaugh Tunnel, .....	Tangent. Grade: 0.9%.
	Radabaugh Tunnel, .....	Tangent. Grade: 0.5%.
	Youghiogheny Tunnel, .....	Tangent. Grade: 2%.
	Youghiogheny Tunnel, .....	Tangent. Grade: 0.2%.
	Bonhoe Tunnel, .....	Curve: 2 Deg., grade: 0.3%.
	Bow Tunnel, .....	Curve: 2 Deg., grade: 0.3%.
	Satina Tunnel, .....	Curve: 6 Deg., grade: 0.1%.

Name of Railroad.	Tunnel.	Degree of Curve and Percentage of Grade.
Philadelphia & Reading, .....	Leechburg Tunnel, .....	Tangent. Grade: 0.5%.
	Fort Ferry Tunnel, .....	Tangent. Grade: Level.
	Caldonia Tunnel, .....	Curve: 4 Deg. 40', grade: 0.24%.
	Summit Tunnel, .....	Tangent. Grade: 0.15%.
	Brookville Tunnel, .....	Tangent. Grade: 0.3%.
	Climax Tunnel, .....	Curve: 9 Deg. grade: 0.08%.
	Long Point Tunnel, .....	Curve: 9 Deg. grade: 0.08%.
	Beaver Dam Tunnel, .....	Tangent. Grade: 0.5%.
	Paddy Mt. Tunnel, .....	Curve: 7 Deg. grade: 0.4%.
	St. Clair Tunnel, .....	434 ft. tangent—264 ft. 6 Deg. 30 Min. Grade: 1%.
	Howard Tunnel, .....	Tangent. Grade: 0.3%.
	Jump-over Tunnel, .....	Curve: 8 Deg. grade: Level.
	Penn'a Ave. Subway Tunnel, .....	0 Deg. 26' curve, tangent. 1 Deg. curve, 90' tangent.
	Manayunk Tunnel, .....	Tangent.
	Phoenixville Tunnel, .....	Tangent.
Pittsburgh & Lake Erie, .....	Fort Clinton, .....	Tangent, 3 Deg. 30' curve.
	Tamaqua Tunnel, .....	Tangent.
	Mahanoy Tunnel, .....	Tangent.
	Lofly Tunnel, .....	0 Deg. 15' curve. Tangent. 11 Deg., 00' curve.
	Shumans Tunnel, .....	11 Deg. curve.
	Gwynedd Valley Tunnel, .....	Tangent, 3 Deg. 32' curve. Tangent.
	Perkasie Tunnel, .....	Tangent.
	Dillinger Tunnel, .....	840 ft. of 2 Deg. curve, 790 ft. of tangent.
	Jones & Loughlin Tunnel, .....	Tangent. Gradient 0.6% to 1.20% ascending westwardly.
	Essen Tunnel, .....	7 Deg. curve east end, 4 Deg. curve W. end, plus 0.12%, plus 0.57% grade ascend. westwardly.
	No. 1 Tunnel, .....	4 Deg. curve east end, plus 0.895, plus 0.61%, plus 0.15%, minus 0.29% grade ascend. westwardly.
	No. 2 Tunnel, .....	Tangent. Grade minus 0.88%, minus 0.99% descending westwardly.
	No. 4 Tunnel, .....	Tangent. Plus 0.43% grade ascending westwardly.
	No. 13 Tunnel, .....	Grade: 1.0% comp. from N. 0.63% comp. from S. Connect with V. C. 1,600' long. N. end—spiral.
	No. 1—Knoxdale Tunnel, .....	S. end 6 Deg. O.
Pittsburgh, Shawmut & North- eth.	No. 3—Coulter Tunnel, .....	Grade: either side 0.63%, connecting with Vert. curve 1,200' long. S. end on 4 Deg. curve.
	No. 3—Mauk Tunnel, .....	Grade: from north 0.045% and from S. 0.63% comp. connecting with V. C. 700 ft. Tangent.
	No. 4—Mack Tunnel, .....	Grade: minus 0.63% comp. going south. N. end on spiral to a 4 Deg. curve. S. end on spiral to a 6 Deg. curve.
	No. 5—Mahoning Tunnel, .....	Grade: plus 0.27% going south. Curve: 6 Degrees.
	Quemahoning Tunnel, .....	Straight and level.
	Jerseytown Tunnel, .....	Tangent. Grade: 1.24%.
Pittsburgh, Westmoreland & Somerset. Susquehanna, Bloomsburg & Ber- wick.	Leechburg Tunnel, .....	Tangent. Grade: 0.5%.
	Fort Ferry Tunnel, .....	Tangent. Grade: Level.
	Caldonia Tunnel, .....	Curve: 4 Deg. 40', grade: 0.24%.
	Summit Tunnel, .....	Tangent. Grade: 0.15%.
	Brookville Tunnel, .....	Tangent. Grade: 0.3%.
	Climax Tunnel, .....	Curve: 9 Deg. grade: 0.08%.
	Long Point Tunnel, .....	Curve: 9 Deg. grade: 0.08%.
	Beaver Dam Tunnel, .....	Tangent. Grade: 0.5%.
	Paddy Mt. Tunnel, .....	Curve: 7 Deg. grade: 0.4%.
	St. Clair Tunnel, .....	434 ft. tangent—264 ft. 6 Deg. 30 Min. Grade: 1%.
	Howard Tunnel, .....	Tangent. Grade: 0.3%.
	Jump-over Tunnel, .....	Curve: 8 Deg. grade: Level.
	Penn'a Ave. Subway Tunnel, .....	0 Deg. 26' curve, tangent. 1 Deg. curve, 90' tangent.
	Manayunk Tunnel, .....	Tangent.
	Phoenixville Tunnel, .....	Tangent.

Union Railroad, .....	North Bessemer Tunnel, .....	Tangent with asc. gr. of 0.556%, being the P. C. of a 4 Deg. curve, do. curve to left, asc. gr. 0.404.
Wabash-Pittsburgh Terminal, ...	Mt. Washington Tunnel, .....	Tangent. Grade: plus 1.0%, and plus 0.8%.
	Greentree Tunnel, .....	Tangent. Grade: plus 1.0%.
	Acheson Tunnel, .....	Tangent. Grade: plus 0.7%.
	Hickory, .....	Tangent. Grade: plus 0.35%.
	McMungin Tunnel, .....	Tangent. Grade: minus 0.7%.
	Craighead Tunnel, .....	Tangent. Grade: minus 0.7%.
	Burton Tunnel, .....	Tangent. Grade: minus 0.7%.
	State Line Tunnel, .....	Tangent. Grade: minus 0.7%.
	Ohio River Tunnel, .....	Tangent. Grade: level.
	Coen Tunnel, .....	Tangent. Grade: minus 0.7%.
	Adams Tunnel, .....	Curve: 3 Deg. Grade: plus 0.58%.
	Fellows Tunnel, .....	Tangent. Grade: plus 0.7%.
	Hunter Tunnel, .....	Tangent. Grade: plus 0.7%.
	Oliver Tunnel, .....	Tangent. Grade: plus 0.7%.
	Warren Tunnel, .....	Tangent. Grade: plus 0.7%.
	Copeland Tunnel, .....	Tangent. Grade: minus 0.5%.
	Hanna Tunnel, .....	Tangent. Grade: minus 0.5%.
Washington Run, .....	Washington Run R. R. Tunnel	Straight. Grade: 1.7%.
Western Allegheny, .....	Blackburn Tunnel, .....	Tangent. Grade: 0.5%.
Western Maryland, .....	Finkerton Tunnel, .....	Tangent. Grade: 0.75% running west.
	Big Savage Tunnel, .....	Tangent. Grade: plus 0.55% for 2,000 ft. and minus 0.276% for 1,296 ft. (Running west).
	Jacks Mountain Tunnel, .....	2 degree 30 Min. curve. Grade: 0.698% descending easterly.
West Side Belt, .....	Blackburn Tunnel, .....	Tangent. Grade: 0.25%.





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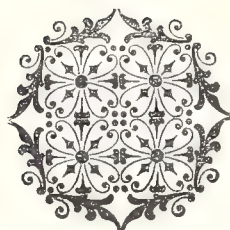
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REPORT OF THE  
BUREAU OF ENGINEERING

For the Year Ending June 30, 1915.

(Note: The report of the Bureau of Engineering will be published in a separate volume.)

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REPORT OF THE BUREAU OF RATES AND TARIFFS

For the Year Ending June 30, 1915.

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## REPORT OF THE BUREAU OF RATES AND TARIFFS.

To the Public Service Commission of the Commonwealth of Pennsylvania.

Gentlemen: I herewith submit report of the activities of the Bureau of Rates and Tariffs for the year ending June 30, 1915.

## THE FILING OF TARIFFS BY PUBLIC SERVICE COMPANIES.

Under the provisions of Article II, Section 1 (d) of the Public Service Company Law, all public service companies are required to file tariffs with the Commission whenever so required. General Order No. 8, requiring companies to file tariffs with the Commission, was promulgated on the 9th day of April, 1914, and tariffs and supplements were filed as follows:

For the period ending June 30, 1914, .....	33,642
For the year ending June 30, 1915, .....	27,027
Total to June 30, 1915, .....	60,669

A detailed record, giving the names of the filing companies, and the number of tariffs filed by each, will be found in Supplement "I."

The number of tariffs filed by the companies was far in excess of our expectation, due mainly to the fact that at the time the order calling for the tariffs was issued the Interstate Commerce Commission had under consideration the petition of the carriers for permission to increase their freight rates to the extent of five per cent.

The tariffs which provided for such increases were issued to become effective November 15, 1913, but were suspended during the consideration of this petition, and the tariffs intended to be cancelled by the tariffs of increased rates continued in effect, resulting in a duplication of tariffs for the same service, one active and the other inactive. Upon the determination of this question by the Interstate Commerce Commission some of the increases were allowed and others denied. Under this determination the carriers were required to reissue the tariffs in suspense, of which tariffs 3,254, containing rates for intra-state movements in Pennsylvania, were filed with this Commission early in 1915.

Even had there been no such petition the number of tariffs received was still in excess of our expectations, and ample clerical assistance had not been provided to handle them.

#### THE LOCATING OF COMPANIES OR INDIVIDUALS REQUIRED TO POST TARIFFS.

A copy of General Order No. 8, was forwarded to all of the corporations, companies or individuals, of whom this Bureau or any of the other offices of the Commission had knowledge as performing public service, and required to file tariffs. The mailing and distribution of this General Order was not solely relied upon. The field inspectors, in addition to the performance of their duty of inspecting the posting of tariffs, advised the Bureau of any corporations, companies or individuals performing public service, whose offices were located in the territory visited by them, and upon receipt of this information the Bureau communicated with such companies informing them of their duty under the law, with the result that very many tariffs were obtained that would not otherwise have been secured.

Full information of the result of the efforts of the Inspectors will be found in the Report of the Inspection of the Posting of Tariffs on page 695.

#### FORM OF TARIFFS.

The tariffs which were filed by companies that had previously been subject to the jurisdiction of other regulating commissions were for the most part prepared in better form than were those prepared by companies who had not been previously subject to such jurisdiction, and had constructed a tariff for the first time, which tariffs lacked uniformity in size, arrangement of contents, description of service, order of arrangement of rules, regulations, etc.

The importance of standardizing these tariffs will be of inestimable value not only to the Commission but to the public. Instructions providing for such uniformity were prepared by the Bureau and submitted to the Commission for approval, and when tariffs are re-issued to conform with such instructions it is confidently believed that the rates and rules will be more clearly set forth, the intent of the company with respect thereto will be made clear, and should, and doubtless will, result in lessening the number of controversies between public service companies and their patrons over trivial matters. I think I should state, in justice to these companies, that such of the

officers as I have spoken with have satisfied me of their anxiety to so construct their tariffs as to remove all occasion for misunderstanding with respect to the application of their rates and rules.

**FILING OF THE TARIFFS NOT AN APPROVAL BY THE COMMISSION OF  
THE RATES OR RULES CONTAINED THEREIN.**

General Order No. 8 distinctly provides that,

“The filing with the Commission shall not be construed as an approval of any of the prices, charges, rates, fares, tolls or other compensation, or the rules and regulations ° \* \* \* contained in the said tariffs \* \* \*”

Notwithstanding this, however, the attention of the Bureau has frequently been called to the fact that patrons of some of the public service companies had been informed that no changes could be made by such companies in the rates, rules or regulations contained in their tariffs without the permission of the Commission, as the existing rates and rules had been approved by the Commission. In each such instance we have communicated with the officers of the company directing them to furnish copies of communications in which such statements were contained, or if made verbally to advise the exact statement made, the person by whom and to whom made, and any pertinent facts relating thereto. If upon receipt of this information it appeared a wrong impression had been created they were directed to correct this erroneous impression.

I would suggest for the consideration of the Commission that a public declaration be made in such manner as would indicate clearly that in accepting tariffs for filing the Commission does not thereby approve the rates or rules contained therein.

**THE POSTING OF TARIFFS IN OFFICES OF PUBLIC SERVICE COMPANIES AND THE INSPECTION THEREOF.**

The law not only requires that tariffs be filed with the Commission, but that they also be posted in the offices of such public service companies, open to the public, where payments are made by shippers, consumers, users or patrons in such manner, form and place as to be readily accessible and conveniently inspected by the public, and in such other places as the Commission may require.

For the purpose of ascertaining whether this provision of the law was being complied with an inspection of the posting of these tariffs was made by twelve inspectors employed especially for that purpose, which inspection extended over the period of time from September 1914 to May 1915.



The State was divided into five districts, and the offices of corporations, companies or individuals known to be engaged in public service visited. In order to expedite this inspection only the larger communities, located on the lines of steam railroads and electric railways were visited, leaving for a later inspection the smaller communities located along such lines of travel, and the other communities not so conveniently located. But notwithstanding the limitations placed upon the localities to be inspected a total of 7,011 offices were visited, of which number it was ascertained 4,371 had posted their tariffs; 2,640 had not, (although many of them had filed tariffs with the Commission,) and 988 companies had neither filed nor posted their tariffs.

Very many of the companies or individuals who had not filed or posted their tariffs stated that they were not aware of the requirements of the law.

A detailed report of the inspection is attached hereto marked Supplement "2."

On the allegation by the complainants in the so-called "Philadelphia Commuters Case" that the tariffs containing passenger fares published by the defendant companies in that case had not been properly posted, a special inspection of the posting of such tariffs was made.

A copy of this report dated December 11, 1914, is attached hereto and is known as Supplement "3."

I respectfully suggest for the consideration of the Commission, the appointment of permanent inspectors who, in addition to the inspecting of tariffs in the offices of public service companies, might perform any other outside duties assigned to them, and render material assistance to the Bureau in the examining and filing of tariffs.

#### THE POSTING OF NOTICES IN OFFICES OF PUBLIC SERVICE COMPANIES DIRECTING ATTENTION TO TARIFFS ON FILE THEREIN.

In order that the patrons of public service companies might be informed that tariffs of such companies were on file, and that they were accessible to the public, Tariff Circulars Nos. 3 and 4 (See Supplements "9" and 10," pertaining to railroad companies, and public service companies other than railroads, respectively, were issued on June 16, 1915. These Circulars not only direct the companies to post their tariffs so that they are readily accessible to the public, but also direct the posting in two conspicuous places in railroad stations, waiting rooms and ware houses, and one place in

railroad stations, waiting rooms and ware houses, and one place in offices of other public service companies, a notice not smaller than eight by ten inches printed in large type, reading as follows:

..... COMPANY.  
A COMPLETE PUBLIC FILE OF THE TARIFFS OF THE ABOVE-NAMED COMPANY IS MAINTAINED IN THIS OFFICE, AND MAY BE INSPECTED BY ANY PERSON UPON APPLICATION, AND WITHOUT THE ASSIGNMENT OF ANY REASON FOR SUCH DESIRE. A REPRESENTATIVE OF THE COMPANY WILL LEND ANY ASSISTANCE IN SECURING INFORMATION FROM SUCH TARIFFS.

This posted notice also serves to relieve persons desiring access to such tariffs of any embarrassment that otherwise might be experienced in calling for the production of the tariff.

If it is determined that further inspections be made of the posting of the tariffs particular attention should be given to the inspection of the posting of this notice. If, however, it should be determined not to have another inspection, I then respectfully suggest for the consideration of the Commission that an order be issued requiring companies to advise in what manner they have complied with the order, and specifically indicate whether the notice is conspicuously posted.

#### PERMISSION TO ESTABLISH RATE UPON LESS THAN THIRTY DAYS' NOTICE.

The law contemplates that changes in tariffs which shall have been filed or posted by any public service company shall only be made after thirty days' notice to the Commission and to the public. It is, however, provided in Article II, Section 1 (f) :

"That the Commission may, in its discretion and for good cause shown, allow changes in such tariffs or schedules upon less than thirty days' notice herein specified, or upon other conditions."

That the public service companies have availed themselves of this privilege is evidenced by the number of petitions received for the year ending June 30, 1915, as follows:

Petitions approved, .....	648
Petitions denied, .....	62

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Total number of petitions received, ..... 710

For details of such petitions and the action taken thereon see Supplement "4."

## REFUND CLAIMS.

Claims for refund of amounts collected by public service companies, either in violation of the provisions of the law, or due to alleged excessive and unreasonable rates, were received and acted upon as follows:

In 251 instances, involving \$134,780.86, the companies were advised that the Commission would not object to the refund of the sum collected, which were admitted to be excessive and unreasonable.

In 43 instances, involving \$7,860.05, the petitioners were advised that the Commission would not approve of the refunding of the amount claimed.

The total number of claims handled was 294, involving \$142,640.91.

For detailed information with respect to these claims and the action taken thereon see Supplement "5."

## DISCOUNT FOR PROMPT PAYMENT AND PENALTIES FOR DELAYED PAYMENT OF BILLS.

The practice of the companies with respect to allowing discounts for prompt payment and the imposition of penalties for delayed payment of bills was not uniform. Some companies allowed discounts when payments were mailed on the last day of the discount periods, others declined so to do.

On January 22, 1915, Administrative Ruling No. 6 was issued, directing companies allowing discounts for prompt payment, and imposing penalties for delayed payments, to incorporate in their tariffs their rules and regulations with respect thereto, particularly indicating whether discounts would be allowed for payments mailed on the last day of the discount period as evidenced by the post mark on the envelope containing the remittance.

A copy of Administrative Ruling No. 6 is hereto attached, marked Supplement "6."

## THE SALE OF COMMUTATION AND TERM TICKETS ON OR BEFORE THE DATE OF THE INITIAL TRIP.

In order that all purchasers of monthly, quarterly, or other forms of commutation and term tickets may obtain the full benefit of the limit in which such tickets are valid, and for the further convenience of passengers using such forms of tickets to or from non-agency stations, a circular was issued, known as Administrative Ruling No. 7, dated April 9, 1915, providing that such tickets be placed on sale one day in advance of the day the initial trip is to be made.

A copy of Administrative Ruling No. 7, is attached hereto, and marked Supplement "7."



## NOTICE TO THE COMMISSION OF COMPLIANCE WITH ORDERS ISSUED BY IT.

Companies are required to advise the Secretary of the Commission of their compliance with the orders issued by the Commission. In order that extra copies of tariffs and supplements to tariffs issued under such orders might accompany such notice of compliance Rule 39 of the Rules of Practice was revised, providing that two copies of such tariffs and supplements accompany the notice.

A copy of the proposed revision of such Rule is hereto attached and known as Supplement "S."

## CORRESPONDENCE COMPLAINTS.

In addition to the very large number of letters upon general subjects which were received by the Bureau, a number of communications were received from patrons of various companies requesting to be informed of the propriety of certain practices of the companies, either with respect to the application of rates or of their rules and regulations.

In many instances there were differences of opinion between the officers of the company and their patrons with respect to the proper interpretation to be placed upon their rates or rules, and upon receipt of such communications the tariffs of the companies were examined and communications were addressed to the companies requesting information with respect to the practices complained of, which communications in the files of the Bureau have been designated as "Correspondence Complaints." The questions were satisfactorily disposed of as the result of this correspondence in most instances, but where patrons were not satisfied they were advised as to the method to be pursued in presenting certified complaints.

## SUMMARY OF THE ACTIVITIES OF THE BUREAU.

The number of instances in which the tariffs in the file have been examined has not been recorded, but the frequent use made of the information contained therein in checking data in exhibits and briefs; in the preparation of statements for the use of the Commissioners; in the checking of refund claims, above referred to; in the consideration of applications for authority to make changes in existing rates upon less than thirty days' notice, and in the investigation of inquiries on subjects presented by the public, otherwise referred to herein as "Correspondence Complaints," demonstrate the usefulness of this tariff file.

It is my conviction, however, that the efficiency of the Bureau would be very greatly increased if we could make a study and tabulation of the rates, rules and practices of all the companies performing



the same character of service. Such study would be of material assistance to the companies in unifying their rates, rules and practices, many matters could and would be brought to the attention of the Commission, and when of sufficient importance might be made the subject of investigation by the Commission as the law permits; so that while we believe the Bureau has been of material assistance both to the Commission and the public it is earnestly hoped that the facilities of the Bureau might be increased that its usefulness in the matter of constructive work may be enhanced.

The following statement showing the number of tariffs and communications received and handled will, we believe, prove interesting:

	Period prior to June 30, 1914.	Year ending June 30, 1915.	Total.
<b>TARIFFS AND SUPPLEMENTS:</b>			
Steam Railroads, .....	30,623	22,900	54,528
Other Utilities, .....	3,014	3,127	6,141
Total, .....	33,642	27,027	60,669
<b>TRANSMITTAL SHEETS:</b>			
Received, .....	8,125	12,634	20,809
Forwarded, .....	6,860	12,159	19,019
<b>CONCURRENCES AND POWERS-OF-ATTORNEY.</b>			
Received, .....	1,811	3,159	4,970
<b>LETTERS:</b>			
Received, .....	324	7,839	8,213
Forwarded, .....	636	10,535	11,171
<b>PETITIONS FOR AUTHORITY TO PUBLISH RATES ON LESS THAN 30 DAYS' NOTICE:</b>			
Granted, .....	170	643	818
Denied, .....	17	62	79
Total, .....	187	710	897
<b>REFUND CLAIMS:</b>			
Not objected to, .....	96	251	347
Permission refused due to lack of jurisdiction or for other reasons, .....	11	43	54
Total, .....	107	294	401

Respectfully submitted,

GEO. P. WILSON,  
Chief of Bureau of Rates and Tariffs.

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## SUPPLEMENT 1.

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BUREAU OF RATES AND TARIFFS.

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STATEMENT OF TARIFFS AND SUPPLEMENTS THERETO FILED  
DURING THE YEAR ENDING JUNE 30, 1915, WITH TOTAL  
FILED TO THAT DATE.

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STATEMENT SHOWING NUMBER OF TARIFFS AND SUPPLEMENTS  
THERE TO FILED IN BUREAU OF RATES AND TARIFFS FOR YEAR  
ENDING JUNE 30TH, 1915, AND TOTAL NUMBER FILED TO AND IN-  
CLUDING JUNE 30TH, 1915

(For detailed list of companies, see pages following.)

Utilities.	During Fiscal Year July 1, 1914 to June 30, 1915.			Total to and Including June 30th, 1915.		
	Tariffs.	Supplements.	Total.	Tariffs.	Supplements.	Total.
Boat Companies, .....	7	4	11	11	4	15
Bridge Companies, .....	11	1	12	41	1	42
Canal Companies, .....		1	1	1	1	2
Electric Light, Heat and Power Companies, .....	161	296	460	523	311	834
Express Companies (Railroad), ....	17	72	89	111	126	237
Ferry Companies, .....	24	1	25	42	1	43
Gas Companies, .....	220	43	262	327	45	372
Grain Elevator Companies, .....				9		9
Incline Plane Companies, .....	3		3	9		9
Local Ex., Baggage, Cab & Taxi Companies, .....	10	3	13	25	3	28
Pipe Line Companies, .....	7		7	22		22
Railroad Companies (Steam), Freight, .....	6,762	14,904	21,666	19,383	31,032	50,415
Railroad Companies (Steam), Passenger, .....	1,256	978	2,234	2,501	1,612	4,113
Sewage Companies, .....	8	4	12	12	4	16
Steam Heat Companies, .....	28	14	42	45	14	59
Street Railway Companies, .....	249	108	357	635	153	788
Telephone & Telegraph Companies, ..	530	1,085	1,615	1,400	1,446	2,846
Turnpike Companies, .....	26		26	109		109
Water Companies, .....	176	43	219	661	46	707
Wharf Companies, .....	3		3	3		3
Totals, .....	9,470	17,557	27,027	25,870	34,799	60,669



DETAILED LIST OF RAILROAD COMPANIES HAVING FILED TARIFFS WITH THIS COMMISSION AND STATEMENT  
SHOWING NUMBER OF TARIFFS AND SUPPLEMENTS THERETO FILED BY EACH COMPANY.

	Tariffs and Supplements Thereto Filed from July 1st, 1914 to June 30th, 1915, Inclusive.				Total Tariffs and Supplements Filed to and Including June 30, 1915.			
	Freight.		Passenger.		Freight.		Passenger.	
	Tariffs.	Supplements.	Total.	Tariffs.	Tariffs.	Supplements.	Total.	Grand total.
Aliquippa & Southern Railroad, .....	1	.....	.....	.....	1	.....	.....	1
Allegheny & South Side Railway, .....	1	.....	.....	.....	1	.....	.....	1
Altoona Northern Railroad, .....	.....	.....	.....	.....	.....	.....	.....	.....
Allen, S. A., Agent, .....	.....	.....	.....	.....	.....	.....	.....	.....
Baltimore & Ohio Railroad, .....	556	1,006	1,262	86	739	2,035	2,765	3,044
Bellefonte Central Railroad, .....	4	.....	.....	7	16	.....	.....	23
Bessemer & Lake Erie Railroad, .....	71	133	254	65	172	345	467	617
Ploomshurg & Sullivan Railroad, .....	21	12	33	2	98	12	110	115
Boyd, E. R., Agent, .....	1	15	16	.....	2	15	16	16
Brownstone & Middletown Railroad, .....	1	.....	.....	.....	2	.....	.....	3
Buffalo, Rochester & Pittsburgh Railway, .....	26	443	738	37	855	1,007	1,865	1,981
Buffalo & Susquehanna Railway, .....	16	249	265	12	57	740	997	1,064
Buffalo & Susquehanna Railroad Corporation, .....	117	11	128	25	135	17	152	187
Cambria & Indiana Railroad, .....	12	.....	.....	2	26	.....	.....	28
Central Railroad Company of New Jersey, .....	558	336	894	34	1,364	761	2,125	2,225
Central Railroad Company of Pennsylvania, .....	34	10	44	1	45	16	111	119
Chestnut Ridge Railway, .....	42	11	53	4	78	27	105	125
Childers, C. E. E., Agent, .....	1	.....	.....	.....	1	.....	.....	2
Colver, R. N., Agent, .....	15	.....	.....	.....	22	.....	.....	21
Conard, G. P., Agent, .....	11	.....	.....	.....	18	.....	.....	16
Conwall & Lebanon Railroad, .....	10	.....	.....	15	26	.....	.....	33
Conwall Railroad, .....	5	.....	.....	7	17	.....	.....	28
Condesport & Fort Allegany, .....	25	26	51	4	139	107	237	248
Crane Railroad, .....	.....	1	.....	.....	1	.....	.....	2
Cumberland Valley Railroad, .....	27	54	81	48	129	179	308	408
Delaware & Hudson Company, .....	83	257	340	35	243	558	801	889
Delaware, Lackawanna & Western Railroad, .....	353	333	746	25	327	1,064	1,891	2,606





Pittsburgh, Lisbon & Western Railroad,	4	5	9	3	.....	3	12	25	43	4	.....	4	47
Pittsburgh & Ohio Valley Railway,	209	131	340	44	13	57	331	42	715	68	18	86	861
Pittsburgh, Shawmut & Northern Railroad,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburgh & Susquehanna Railroad,	4	2	4	1	.....	.....	9	51	51	2	.....	3	53
Pittsburgh, Westmoreland & Somerset Railroad,	6	2	8	1	.....	.....	2	48	52	3	.....	3	53
Potato Creek Railroad,	.....	.....	.....	.....	2	.....	2	.....	.....	1	6	7	7
Fullman Company,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Quakertown & Delaware River Railroad,	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	1
Reynoldsville & Falls Creek Railroad,	9	.....	9	.....	.....	.....	9	19	19	.....	.....	.....	19
Rural Valley Railroad,	5	.....	5	.....	.....	.....	5	7	7	.....	.....	.....	7
St. Marys & Eastern Railroad,	2	.....	2	.....	.....	.....	2	2	2	.....	.....	.....	2
St. Clair Terminal Railroad,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Scottdale Connecting Railroad,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Saratoga & Spring Brook Railroad,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shallenberger, F. E., Agent,	.....	211	211	.....	.....	.....	211	1	267	.....	.....	.....	.....
Shawville Railroad,	15	34	45	.....	1	.....	.....	65	278	.....	.....	.....	278
Shenfield & Tionesta Railway,	15	25	43	1	2	3	46	57	102	4	1	5	107
Smith, R. H., Agent,	1	.....	3	.....	.....	.....	.....	1	1	.....	.....	.....	114
Souder, L. M., Agent,	.....	87	87	.....	.....	.....	87	1	90	.....	.....	.....	90
South Shore Railroad,	2	.....	2	.....	.....	.....	2	6	8	.....	.....	.....	8
Stewartstown Railroad,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Susquehanna, Bloomsburg & Berwick Railroad,	23	56	79	11	1	12	91	97	264	13	1	14	278
Susquehanna & New York Railroad,	125	247	362	8	4	12	343	501	935	23	8	31	966
Susquehanna River & Western Railroad,	3	.....	3	11	1	12	45	15	15	14	1	15	30
Tionesta Valley Railway,	43	95	138	2	.....	.....	140	237	384	5	.....	5	389
Tuscarora Valley Railroad,	2	.....	2	1	.....	.....	2	7	7	5	.....	5	12
Union Railroad,	9	9	18	.....	.....	.....	18	11	29	1	.....	1	36
Upper Merion & Plymouth Railroad,	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....
Ursina & North Fork Railway,	13	.....	10	1	.....	.....	13	10	10	1	.....	1	11
Valley Railroad,	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1
Washington Terminal Railroad,	31	72	103	4	4	8	111	74	228	19	9	28	256
Washington Run Railroad,	1	.....	1	.....	.....	.....	1	5	5	.....	.....	.....	5
Waynesburg & Washington Railroad,	.....	1	1	.....	.....	.....	.....	3	6	3	.....	.....	10
Western Allegheny Railroad,	167	231	398	7	3	10	472	433	786	9	7	16	913
Western Maryland Railroad,	.....	.....	.....	26	48	74	472	353	786	67	60	127	913
West Side Belt Railroad,	.....	.....	.....	1	.....	.....	1	.....	.....	2	.....	2	2
White Deer & Loganston Railroad,	.....	.....	.....	.....	.....	.....	.....	3	3	1	.....	1	4
Wilkes-Barre & Eastern Railroad,	23	14	37	.....	.....	.....	37	49	82	.....	.....	.....	8
Williamsport & North Branch Railroad,	18	4	22	2	5	7	29	179	194	11	6	17	211
Winfield Railroad,	1	.....	1	1	.....	.....	2	1	1	2	.....	2	2
Grand totals,	6,762	14,904	21,666	1,256	978	2,734	23,000	19,383	50,415	2,501	1,612	4,113	51,725



## DETAILED LIST OF COMPANIES HAVING FILED TARIFFS WITH THE COMMISSION.

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### BOAT COMPANIES:

Conneaut Lake Navigation Company.  
Delaware River Transportation Company.  
Eagle Mere Boat Company.  
Lake Transit Company.  
Pittsburgh, Allegheny & McKees Rocks Railroad Company.  
Susquehanna Steamboat Company.  
Wilmington Steamboat Company.

### BRIDGE COMPANIES:

Allentown Bridge Company.  
Big Brook Bridge Company.  
Bridge Company of Foxburg, (The).  
Cascade Bridge & Boulevard Company.  
Columbia Delaware Bridge Company.  
Dravosburg Bridge Company.  
Easton & South Easton Suspension Bridge Company.  
Ellwood & Koppel Bridge Company.  
Harrisburg Bridge Company.  
Hickory Bridge Company.  
Highland Park Bridge Company.  
Homestead & Pittsburgh Bridge Company.  
Jacks Run Bridge Company.  
Lehigh Bridge Company.  
Lehigh Water Gap Bridge Company.  
McKeesport & Duquesne Bridge Company.  
Mercantile Bridge Company.  
Milanville Bridge Company.  
Minsi Trail Bridge Company.  
Newberry Bridge Company.  
New Kensington Bridge Company.  
New Street Bridge Company.  
Overgrade Bridge Company.  
Pennsylvania Canal Company's Public Highway Bridge.  
Peoples Bridge Company.  
Philadelphia & Reading Railway Company Swedes Ford Bridge.  
Pittsburgh Railways Company:  
    Coraopolis & Neville Island Bridge.  
    Glenwood Bridge.  
    West Braddock Bridge.  
Plymouth Bridge Company.  
Reno Bridge Company.  
Sunbury Bridge Company.  
West Leechburg Connecting Bridge Company.  
Wissahickon Bridge Company.

### CANAL COMPANIES:

Lehigh Coal & Navigation Company.  
Schuylkill Navigation Company.

### ELECTRIC LIGHT, HEAT & POWER COMPANIES:

Abington Electric Company.  
Adams Twp. Light, Heat & Power Company.  
Akron Electric Light & Power Company.  
Albion Light & Power Company.  
Allaire Light & Power Company.  
Aliquippa Electric Company.  
Allegheny Valley Light Company.  
Ambler Electric Light, Heat & Motor Company.  
Ambridge Borough Light, Heat & Power Company.  
Annville & Palmyra Electric Company.  
Anthracite Light, Heat & Power Company.  
Anthracite Power Company.  
Arendtsville Electric Light Company.  
Arrott, James W., Estate.  
Auburn Electric Light, Heat & Power Company.  
Baden Electric Company.  
Bala & Merion Electric Company.

## ELECTRIC LIGHT, HEAT &amp; POWER COMPANIES—Continued

Barnesboro, Spangler Electric Light Company.  
Beacon Light Company.  
Beaver County Light Company.  
Beaver Springs Electric Light Company.  
Beavertown Electric Company.  
Bedford Electric Light, Heat & Power Company.  
Belleville Electric Company.  
Bellevue Stratford Hotel.  
Benedum-Trees Company.  
Benton Electric Company.  
Bethlehem Electric Light Company.  
Biddle, Walter L. C., Estate.  
Big Run Light & Power Company.  
Big Spring Electric Company.  
Birdsboro Electric Company.  
Blacklick Light, Heat & Power Company.  
Blossburg Electric Light & Power Company.  
Blue Mountain Electric Company.  
Blue Ridge Traction Company.  
Boiling Springs Electric Light Company.  
Boliver Light, Heat & Power Company.  
Boyertown Electric Company.  
Boyertown Burial Casket Company.  
Bradford Electric Light & Power Company.  
Brownstown Electric Light & Power Company.  
Brown Twp. Light, Heat & Power Company.  
Bruin Electric Light Plant.  
Bucks County Electric Company.  
Bucks County Interurban Railway Company.  
Butler County Light Company.  
Butler Light, Heat & Motor Company.  
Cambridge Springs Electric Light Company.  
Cameraphone Building.  
Canton Illuminating Company.  
Carlisle Light, Heat & Power Company.  
Cassels Electric Light Plant.  
Central Land Company.  
Centre Electric Company.  
Cherry Tree Electric Light, Heat & Power Company.  
Chester County Light & Power Company.  
Chester Valley Electric Company.  
Citizens Electric Company of Lewisburg.  
Citizens Electric Company.  
Citizens Electric Illuminating Company.  
Citizens Electric Light & Power Company.  
Citizens Gas & Electric Company.  
Citizens Light, Heat & Power Company (Elk Lick).  
Citizens Light, Heat & Power Company (Johnstown).  
Citizens Light & Power Company.  
Citizens Light, Heat & Power Company (Portage).  
Clarence Electric Company.  
Clarendon Electric Light & Power Company.  
Clarion Electric Company.  
Cleveland & Erie Railway Company.  
Clymer Electric Company.  
Clymer Power Company.  
Coalport Light, Heat & Power Company.  
Colemanville Water & Power Company.  
Columbia & Montour Electric Company.  
Conestoga Electric Light & Railroad Company.  
Conestoga Traction Company.  
Conneaut Lake Electric Light Company.  
Conococheague Electric Light, Heat & Power Company.  
Conway Electric Company.  
Coopersburg Electric Light, Heat & Power Company.  
Corry City Electric Light Company.  
Counties Gas & Electric Company.  
Cressor Electric Light Company.  
Cumru Twp. Electric Light, Heat & Power Company.  
Dale Light, Heat & Power Company.  
Darlington, Jos. G. & Co.  
Davis, John M., Electric Light.  
Deer Creek Water & Water Power Company.  
Delaware County Electric Company.  
Delta Electric Power Company.  
Dennett Surpassing Coffee Company.

## ELECTRIC LIGHT, HEAT &amp; POWER COMPANIES—Continued

Diamond Bank Building.  
Diamond Light & Power Company.  
Dillsburg Light, Heat & Power Company.  
Doylestown Electric Company.  
Drake, D. D., Electricity.  
Dubois Electric Company.  
Dubois, J. E., Light & Power Company.  
Dunbar Electric Company.  
Dunlo Light, Heat & Power Company.  
Duquesne Light Company.  
Dushore Electric Plant.  
Eagles Mere Light Company.  
East Pennsylvania Gas & Electric Company.  
Eastern Pennsylvania Light, Heat & Power Company.  
Ebensburg Light, Heat & Power Company.  
Eckles Light, Heat & Power Company.  
Edgeworth Electric Company.  
Edgeworth Light, Heat & Power Company.  
Edinboro Light & Power Company.  
Edison Electric Company.  
Edison Electric Illuminating Company.  
Edison Light & Power Company.  
Ellis, David M. Electricity.  
Ellsworth, Wm., Light, Heat & Power.  
Empire Building.  
Erie County Electric Company.  
Erie Lighting Company.  
Everett Light, Heat & Power Company.  
Export Borough Electric Company.  
Excelsior Electric Light, Power & Gas Company.  
Farmers Electric Company.  
Fleetwood & Kutztown Electric Light, Heat & Power Company.  
Four Consolidated Electric Light, Heat & Power Company.  
Fox, Frank M. Electricity.  
Franklin Electric Company.  
Gallitzin Electric Light Company.  
Garrett Electric Light, Heat & Power Company.  
Gettysburg Light Company.  
Giant Electric Light, Heat & Power Company.  
Glatfelter, P. H. Company.  
Glen Rock Electric Light & Power Company.  
Greencastle Light, Heat, Fuel & Power Company.  
Halcyon Electric Light & Power Company.  
Hamburg Gas & Electric Company.  
Hanover Light, Heat & Power Company.  
Harmony Twp. Electric Company.  
Harrisburg Light & Power Company.  
Harwood Electric Company.  
Hastings Electrical Company.  
Heidleburg Electric Light, Heat & Power Company.  
Hershey Improvement Company.  
Hollinger, Morris S. Electric Light Plant.  
Home Electric Company.  
Home Electric Light & Steam Heating Company.  
Honesdale Consolidated Light, Heat & Power Company.  
House Office Building.  
Houtzdale Electric Light, Heat & Power Company.  
Hovey Electric Service Company.  
Hummelstown Consolidated Water Company.  
Huntingdon & Broad Top Mountain Railroad & Coal Company.  
Hyndman Electric Light, Heat & Power Company.  
Inter Boro Electric Company.  
Intercourse Electric Light, Heat & Power Company.  
Irwin Light & Power Company.  
Jackson Light, Heat & Power Company.  
Jeannette Electric Light Company.  
Jefferson Electric Company.  
Jenkins Twp. Electric Light, Heat & Power Company.  
Jersey Shore Electric Company.  
Johnsonburg Electric Light Company.  
Juniata Company.  
Kane Electric Light & Power Company.  
Kittanning Electric Light Company.  
Kraybill, M. E., Light, Heat & Power Company.  
Lackawanna Light Company.  
Lackawanna Twp. Electric Company.

**ELECTRIC LIGHT, HEAT & POWER COMPANIES—Continued**

Lackawanna & Wyoming Valley Power Company.  
Langhorne Electric Light & Power Company.  
Lebanon Valley Electric Light Company.  
Leetsdale Light, Heat & Power Company.  
Leet Twp. Electric Company.  
Lehigh Navigation Electric Company.  
Lehigh Valley Light & Power Company.  
Lehighon Electric Light & Power Company.  
Lilly Electric Light, Heat & Power Company.  
Lock Haven Electric Light & Power Company.  
Logan Light, Heat & Power Company.  
Long Electric Company.  
Luzerne County Gas & Electric Company.  
Lycoming Edison Company.  
Macungie Electric Light, Heat & Power Company.  
Manor Electric Company.  
Mansfield Electric Company.  
Marysville Electric Light, Heat & Power Company.  
Mauch Chunk Heat, Power & Electric Light Company.  
Mercer County Light, Heat & Power Company.  
Merchants Electric Light, Heat & Power Company.  
Metropolitan Electric Company.  
Meyersdale Electric Light, Heat & Power Company.  
Middleburg Light, Heat & Power Company.  
Midland Electric Light & Power Company.  
Mifflin Light & Power Company.  
Millersburg Electric Light, Heat & Power Company.  
Montgomery & Muncy Electric Light, Heat & Power Company.  
Montoursville Electric Light Company.  
Moon Twp. Electric Company.  
Morris Run Coal Mining Company.  
Mt. Gretna Light & Power Company.  
Mt. Holly Light, Heat & Power Company.  
Myer, R. B., Electricity.  
New Albany Light, Heat & Power Company.  
New Castle Electric Company.  
New Hope Electric Company.  
New Kingston Electric Light, Heat & Power Company.  
Newmanstown Electric Light & Power Company.  
Nicholson Light, Heat & Power Company.  
Nixon Theatre Company.  
Norristown Power Company.  
North Bend Light, Heat & Power Company.  
Northern Cambria Light, Heat & Power Company.  
North Lancaster County Electric Company.  
Northumberland County Gas & Electric Company.  
Ohio & Pittsburgh Milk Company.  
Oliver, Henry W. (Estate), Central Power Plant.  
Osborne Electric Company.  
Oxford Electric Company.  
Palmerton Lighting Company.  
Panther Valley Electric Company.  
Paupack Electric Company.  
Penn Avenue Light & Power Company.  
Penn Electric Service Company.  
Penn Public Service Company.  
Pennsylvania Building Company.  
Pennsylvania Lighting Company.  
Pennsylvania Light & Power Company.  
Pennsylvania Power Company.  
Pennsylvania Salt Mfg. Company.  
Pennsylvania Utilities Company.  
Pennsylvania Water & Power Company.  
Penn Twp. Power Company.  
Peoples Incandescent Light Company.  
Perry Electric Light, Heat & Power Company.  
Philadelphia Electric Company.  
Philadelphia Hydro Electric Company.  
Philadelphia Suburban Gas & Electric Company.  
Pike County Light & Power Company.  
Pine Grove Electric Light, Heat & Power Company.  
Pressed Steel Car Company.  
Prospect Rock Electric Light, Heat & Power Company.  
Penn Central Light & Power Company.  
Raystown Water Power Company.  
Reading Transit & Light Company.



**ELECTRIC LIGHT, HEAT & POWER COMPANIES—Continued.**

Red Bank Electric Company.  
Red Hill Electric Light & Power Company.  
Renova Edison Light, Heat & Power Company.  
Reynoldsville Light & Power Company.  
Rich, Jno. & Bros., Electric Light & Power.  
Richland Twp. Light, Heat & Power Company.  
Ridgway Electric Light Company.  
Ringtown Electric Light & Power Company.  
Rittenhouse Building.  
Rittenhouse Club.  
Roaring Spring Blank Book Company.  
Rockwood Electric Company.  
Rossiter Electric Company.  
St. Marys Electric Light Company.  
St. Nicholas Building.  
Saxonburg Heat & Light Company.  
Sayre Electric Company.  
Schuylkill Electric Company.  
Schuylkill Gas & Electric Company.  
Scranton Electric Company.  
Second National Bank Building.  
Sewickley Electric Company.  
Sewickley Heights Twp. Electric Company.  
Sewickley Light, Heat & Power Company.  
Sewickley Twp. Electric Company.  
Sewickley Twp. Power Company.  
Sharpsville Electric Light Company.  
Sheffield Electric Light & Power Company.  
Shenango Valley Electric Company.  
Shermans Valley Electric Light, Heat & Power Company.  
Shippensburg Gas & Electric Company.  
Sinking Spring Electric Light, Heat & Power Company.  
Smith Power Company.  
Snow Shoe Electric Company.  
Solar Electric Company.  
Sommerfield Machine & Mfg. Company.  
State Centre Electric Company.  
Sterling Consolidated Electric Company.  
Strasburg Electric Light, Heat & Power Company.  
Susquehanna County Light & Power Company.  
Susquehanna Electric Company.  
Susquehanna Transmission Company.  
Sykesville Electric Light, Heat & Power Company.  
Tatamy Light, Heat & Power Company.  
Titusville Light & Power Company.  
Towanda Electric Illuminating Company.  
Tremont & Pine Grove Electric Light, Heat & Power Company.  
Trevorton Electric Light & Power Company.  
Troy Electric Light, Heat & Power Company.  
Tunkhannock Electric Company.  
Union City Electric Light Company.  
United Electric Company.  
United Electric Light Company.  
United Light, Heat & Power Company.  
United Presbyterian Board of Publication.  
Valley Electric Service Company.  
Vandergrift Electric Light & Power Company.  
Vandling Electric Company.  
Vinton Colliery Company.  
Wabash Pittsburgh Terminal Railway Company.  
Wapwallopen Electric Light Company.  
Warren Light & Power Company.  
Waterford Electric Light Company.  
Waynesboro Electric Light & Power Company.  
Wellsboro Electric Company.  
Welsh, Jno. H., Electricity.  
Wernersville Electric Light, Heat & Power Company.  
West Chester, Kennett & Wilmington Electric Railway Company.  
Westmoreland Electric Company.  
West Penn Electric Company.  
West Penn Light & Power Company.  
West Penn Lighting Company.  
West Pittsburgh Realty Company.  
White Haven Electric Illuminating Plant.  
White Oak Light, Heat & Power Company.  
Wilkes Barre Company.

**ELECTRIC LIGHT, HEAT & POWER COMPANIES—Continued.**

Wilkes Barre Light Company.  
Williamsburg Electric Company.  
Williams Valley Light, Heat & Power Company.  
Windber Electric Company.  
Woodlawn Light & Power Company.  
Wood Street Electric Company.  
Wrightsville Light & Power Company.  
Yeagerstown Water Power Company.  
York Haven Water & Power Company.  
York Haven Electric Transmission Company  
Yough Hydro-Electric Company.  
Zelionople Light & Power Company.

**EXPRESS COMPANIES (Railroad):**

Adams Express Company.  
American Express Company.  
Airy, F. G., Agent.  
Wells Fargo Express Company.  
United States Express Company.

**FERRY COMPANIES:**

Arnesberg Ferry Company.  
Bellowsville & Vanport Ferry.  
Bruce, Henry F., Ferry Company.  
Clark, Wm., Ferry Company.  
Columbia Steam Ferry & Tow Boat Company.  
Courtney Ferry Company.  
Davis, I. M., (Ferry).  
Elco Ferry Company.  
Farmers Ferry Company.  
Ferry Short Cut.  
Fredericktown Ferry Company.  
Hartley Ferry Company (The).  
Hough Ferry Company.  
Hyde Park Ferry.  
Jacobs Creek Ferry Company.  
Jacobs, J. A. Estate (Ferry).  
Kline Ferry Company.  
Liverpool Ferry Company.  
Lucyville Ferry Company.  
McCall Ferry Company.  
Marchand Ferry Company.  
Monarch Ferry Company.  
Montgomery Ferry Company.  
Morton Ferry Company.  
Old Glassworks Ferry Company.  
Pine Station Ferry.  
Provins Ferry Company.  
Renner Ferry Company.  
Shamouni Ferry Company.  
Shippingport Ferry Company.  
Shousetown Ferry Company.  
South Heights Ferry.  
Stockdale Ferry Company.  
Watsonstown Ferry Company.  
Weaver Ferry Company.  
West Fairview & Harrisburg Steam Ferry Company.  
William Sample Ferry Company.  
Woodlawn Ferry Company.  
Yough Ferry Company.

**GAS COMPANIES:**

Acme Natural Gas Company.  
Allentown-Bethlehem Gas Company.  
Allegheny Illuminating Company.  
Altoona Gas, Light & Fuel Company.  
Alum Rock Gas Company.  
Ambridge Gas Company.  
American Natural Gas Company.  
Annville & Palmyra Gas & Fuel Company.  
Apollo Gas Company.  
Armstrong County Gas & Oil Company.  
Ashland Gas Light Company.  
Athens & Sayre Gas Company.  
Bailey Gas Company.  
Bangor Gas Company.  
Barnhart, B. L. (Gas).

## GAS COMPANIES—Continued:

Bartley Gas Company, (John).  
Beaver-Rutler Gas Company.  
Bellefonte Gas & Steam Heating Company.  
Bellewood & Monongahela City Natural Gas Company.  
Berry Oil & Gas Company.  
Berwick Gas Company.  
Big Beaver Gas Company.  
Boyertown Gas Company.  
Boyle, S. C. (Gas).  
Bradford Gas Company.  
Bradley Gas Company.  
Brewer Gas Company.  
Brown Oil & Gas Company.  
Bucks County Public Service Company.  
Buhl Oil & Gas Company.  
Bunnell, F. D. Gas Company.  
Cabot, G. L. Gas Company.  
Capouse Gas Company.  
Carbondale Gas Company.  
Carlisle Gas & Water Company.  
Carnegie Natural Gas Company.  
Carrolltown Gas Company.  
Cartright Gas Company.  
Chambersburg Gas Company.  
Chester County Gas Company.  
Citizens Gas Company of Kane.  
Citizens Gas Company of Monongahela.  
Citizens Gas Company of Sheffield.  
Citizens Gas & Fuel Company of Oxford.  
Citizens Gas & Electric Company of Stroudsburg, Pa.  
Citizens Light, Heat & Power Company of Pennsylvania.  
Citizens Natural Gas Company of Beaver County.  
City of Bradford Gas & Power Company.  
Clarion Gas Company.  
Clarion Natural Gas Company.  
Collegeville Gas Company.  
Columbia Gas Company.  
Columbia & Montour Electric Company.  
Conewago Gas Company.  
Consolidated Gas Company of the City of Pittsburgh  
Consumers Gas Company.  
Consumers Gas & Heat Company.  
Counties Gas & Electric Company.  
Crawford County Gas Company.  
Crescent Oil & Gas Company.  
Crooks, G. A. (Gas).  
Crosby Gas Company.  
Cumberland Gas Company.  
Daly Gas Company.  
Dempseytown Gas Company.  
Dexter Gas Company.  
Dolley Gas Company.  
Donegal Gas Company.  
Doylestown Gas Company.  
Duff City Gas Company.  
Dunlap Natural Gas & Oil Company.  
Dunn Station Oil & Gas Company.  
East Brady Gas Fuel Company.  
Eastern Pennsylvania Light, Heat & Power Company  
Eastern Gas Works.  
East Penn Gas Light Company.  
Eastern Pennsylvania Gas & Electric Company.  
Eldred Home Gas & Fuel Company.  
Elizabethville Gas Company.  
Elk & Jefferson Gas Company.  
Elk Natural Gas Company.  
Elk Pipe Line Company.  
Elrania Oil & Gas Company.  
Empire Gas Company.  
Empire Gas & Fuel Company.  
Emery, W. H. (Gas).  
Equitable Illuminating Gas Light Company of Philadelphia.  
Equitable Gas Company.  
Erie Gas Company.  
Eureka Natural Gas Company.  
Fairview Gas Company.

## GAS COMPANIES—Continued:

Fayette County Gas Company.  
Fidelity Gas Company.  
Forker, J. B. & Company.  
Foster Brook Gas Company.  
Foster & Davis, (Gas).  
Fryburg Gas Company.  
Gettysburg Gas Company.  
Gilpin Natural Gas Company.  
Girard Gas & Power Company.  
Girardville Gas Company.  
Glen Hazel Gas Company.  
Glenshaw Natural Gas Company.  
Globe Gas Company.  
Grand Valley Natural Gas Company.  
Green County Natural Gas Company.  
Greensboro Gas Company.  
Greenville Natural Gas Company.  
Hamburg Gas & Electric Company.  
Harrisburg Gas Company.  
Hazel Hurst Gas Company.  
Highland Gas Company.  
Hoch Bros. Natural Gas Company.  
Honesdale Consolidated Light, Heat & Power Company  
Hummelstown Gas & Fuel Company.  
Hyde Park Gas Company.  
Independent Gas Company.  
Independent Natural Gas Company.  
Interurban Gas Company.  
James City Gas Company.  
Jefferson County Gas Company.  
Jersey Shore Gas Company.  
Johnetta Gas Company.  
Jones Gas Company, J. T.  
Johnston & Mathews.  
Johnstown Fuel Supply Company.  
Kane Gas Light & Heating Company.  
Kellettville Gas Company.  
Kennett Gas Company.  
King Gas Company.  
Lancaster Gas Light & Fuel Company.  
Lawrence Park Realty Company.  
Lebanon County Light, Heat & Fuel Company  
Lebanon Gas & Fuel Company.  
Leeper Oil & Gas Company.  
Leray Light Company.  
Level Green Oil & Gas Company.  
Lewisburg Gas Company.  
Lititz, Manheim & Ephrata Gas Company.  
Lock Haven Gas Company.  
Luzerne County Gas & Electric Company.  
McCay Natural Gas Company.  
McDade Gas Company.  
McKean Natural Gas Company.  
McKeesport Gas Improvement Company.  
McNickle Natural Gas Company.  
McVay Brothers.  
Mahanoy City Gas Company.  
Manufacturers Gas Company.  
Manufacturers Light & Heat Company.  
Marienville Gas Company.  
Marietta & Elizabethtown Gas Company.  
Mars Natural Gas Company.  
Masontown Gas Company.  
Mauch Chunk Gas Company.  
Mechanicsburg Gas & Water Company.  
Mercer County Gas Company.  
Mercer Gas Light & Fuel Company.  
Midland Gas Company.  
Miles Grove Gas Company.  
Milford Gas Company.  
Millport Gas Company.  
Minard Run Oil Company.  
Monongahela Natural Gas Company.  
Moscow Gas Company.



## GAS COMPANIES—Continued:

Mountain Gas Company, (Roulette).  
Mountain Gas Company, (Kane).  
Mount Carmel Gas Light Company.  
Mt. Jewett Gas Company.  
Mount Joy Gas Company.  
Mutual Gas Company.  
Mutual Gas Company of Marienna.  
Myerstown Gas & Fuel Company.  
National Refractories Company.  
National Gas Company of West Virginia.  
New Albany Light & Heat Company.  
New Freeport Natural Gas Company.  
New Parryville Consolidated Gas Company.  
New Wilmington Gas Company.  
North East Heat & Light Company.  
Northern Liberties Gas Company.  
Northern Central Gas Company.  
Northumberland County Gas & Electric Company.  
Northumberland Gas, Heat & Fuel Company.  
Norwich Oil & Gas Company.  
Ormsby Gas Company.  
Parkesburg Gas Company.  
Pen Argyl Gas Company.  
Penn Central Light & Power Company.  
Penn-Green Gas Company.  
Penn Public Service Company.  
Pennsylvania Fuel Supply Company.  
Pennsylvania Gas Company.  
Pennsylvania Lighting Company.  
Pennsylvania Salt Manufacturing Company.  
Peoples Gas Company.  
Peoples Light Company.  
Peoples Natural Gas Company.  
Perrigo, W. G., (Gas).  
Philadelphia Suburban Gas & Electric Company.  
Phillips, T. W. Gas & Oil Company.  
Pietranton, A. D.  
Pike County Light & Power Company.  
Pittsburgh Plate Glass Company.  
Point Marion Natural Gas Company.  
Poor Oil & Gas Company.  
Port Allegany Gas & Oil Company.  
Port Royal Gas Company.  
Potter Gas Company.  
Pottsville Gas Company.  
Pressed Steel Car Company.  
Proper Natural Gas Company.  
Prospect Oil & Gas Company.  
Renova Consolidated Gas Company.  
Revere Natural Gas Company.  
S. L. Rodes, et al., Natural Gas.  
Rider, F. J.  
Ridgway Light & Heat Company.  
Rock Run Fuel Gas Company.  
Royce, C. N.  
St. Joseph Oil & Gas Company.  
St. Marys Gas Company.  
St. Petersburg Speechly Oil & Gas Company.  
Salina Fuel Supply Company.  
Saxonburg Heat & Light Company.  
Schuylkill Haven Gas & Water Company.  
Sergeant Gas Company.  
Shenandoah Light, Heat & Power Company.  
Shippensburg Gas & Electric Company.  
Slatington Gas Company.  
Slippery Rock Heat & Light Company.  
Smethport Gas Company.  
South Branch Gas & Oil Company.  
South Hills Oil & Gas Company.  
South Side Gas Company.  
Star Gas Company, (Sheffield).  
Star Gas Company, (Point Marion).  
Straight Gas Company.  
Strattonville Oil & Gas Company.  
Suburban Gas & Fuel Company of York County.

**GAS COMPANIES—Continued:**

Sugar Valley Gas Company.  
Taylorstown Natural Gas Company.  
Tionesta Gas Company.  
Toby Oil & Gas Company.  
Towanda Gas & Water Company.  
Tri-County Natural Gas Company.  
Tylersburg Home Gas Company.  
Tyrone Gas & Water Company.  
Union Heat & Light Company.  
United Gas Improvement Company.  
United Natural Gas Company.  
Venus Natural Gas Company.  
Versailles Fuel Gas Company.  
Warren & Chautauqua Gas Company.  
Waynesboro Gas Company.  
Waynesburg Home Gas Company.  
West Monongahela Natural Gas Company.  
Westmoreland Gas Company.  
Whitehead Estate.  
Wilkes-Barre Company.  
Wilkinsburg Oil & Gas Company.  
Williamstown Gas Company.  
Wolcott Gas Company.  
York Gas Company.

**GRAIN ELEVATORS:**

Central Elevator Company.  
Exchange Elevator Company.  
Iron City Grain Elevator.  
Philadelphia Grain Elevator Company.

**INCLINE PLANE COMPANIES:**

Cambria Inclined Plane Company.  
Duquesne Inclined Plane.  
Monongahela Inclined Plane Company.  
Pittsburgh Railways Company.  
St. Clair Inclined Plane Company.

**LOCAL EXPRESS, BAGGAGE, CAB & TAXI COMPANIES:**

Allegheny Express Company.  
Auto Transit Company.  
Blue Line Taxi Company.  
Citizens Taxicab Company.  
City Transfer Company.  
Cole Transportation Company.  
Dingmans Bushkill Auto Company.  
Erie Taxicab Company.  
Etna Transportation Company.  
Excelsior Express & Standard Cab Company.  
Littlestown & Gettysburg Bus Line.  
Motor Transit Company.  
Mt. Carmel Exchange Auto Company.  
Mt. Carmel-Shamokin Auto Company.  
Penn Express Company.  
Russellton Auto Bus.  
Terminal Market Delivery Company.  
Union Transfer Company.  
Wabash Transfer Company.  
Washington Express Company.

**PIPE LINE COMPANIES:**

Emery Pipe Line.  
Franklin Pipe Company, Ltd.  
National Transit Company.  
Northern Pipe Line Company.  
Producers & Refiners Oil Company.  
South West Pennsylvania Pipe Line.  
United States Pipe Line Company.

**SEWAGE AND DISPOSAL PLANTS:**

Enola Sewerage Company.  
Palmerton Disposal Company.  
Wayne Sewerage Company.

**STEAM HEATING COMPANIES:**

Allentown Steam Heating & Power Company.  
 Anthracite Light, Heat & Power Company.  
 Arrott, James W., Estate.  
 Bellefonte Gas & Steam Heating Company.  
 Bellevue Stratford.  
 Bloomsburg Heating Company.  
 Brewer Brothers Company.  
 Central Heating Company of Erie.  
 Central Land Company.  
 Diamond Bank Building.  
 Duquesne Light Company.  
 Germantown Steam Company.  
 Glatfelter, P. H., Company.  
 Harrisburg Light & Power Company.  
 Hazleton Steam Heating Company.  
 Home Electric Light & Steam Heating Company.  
 Home Heating Company.  
 Home Steam Heat & Power Company.  
 Lebanon Steam Company.  
 Lilly Electric Light, Heat & Power Company.  
 Lock Haven Illuminating, Power & Heating Company.  
 Mercer County Light, Heat & Power Company.  
 Norristown Steam Heat Company.  
 North Bend Light, Heat & Power Company.  
 Overbrook Steam Heat Company.  
 Penn Public Service Company.  
 Pennsylvania Salt Manufacturing Company.  
 Pennsylvania Utilities Company.  
 Philadelphia Suburban Gas & Electric Company.  
 Pottsville Steam Heat & Power Company.  
 Reading Steam Heat & Power Company.  
 Renova Heating Company.  
 Scranton Electric Company.  
 Shenandoah Light, Heat & Power Company.  
 State Centre Electric Company.  
 Towanda Electric Illuminating Company.  
 United Presbyterian Board of Publication.  
 Wabash Pittsburgh Terminal Railway.  
 Wayne Steam Heat Company.  
 West Penn Lighting Company.  
 Wilkes-Barre Company.  
 Williamsport Steam Company.  
 Windber Heating Company.  
 York Steam Heating Company.  
 Oxford Electric Company.

**STREET RAILWAY COMPANIES:**

Allegheny Valley Street Railway Company.  
 Allen Street Railway Company.  
 Allentown & Reading Traction Company.  
 Altoona & Logan Valley Electric Railway Company.  
 Bangor & Portland Traction Company.  
 Beaver Valley Traction Company.  
 Blue Ridge Traction Company.  
 Bucks County Interurban Railway Company.  
 Buffalo & Lake Erie Traction Company.  
 Butler Passenger Railway Company.  
 Carbon Transit Company.  
 Carlisle & Mt. Holly Railway Company.  
 Center & Clearfield Railway Company.  
 Chambersburg & Gettysburg Electric Railway Company.  
 Chambersburg, Greencastle & Waynesboro Street Railway Company.  
 Chambersburg & Shippensburg Railway Company.  
 Citizens Traction Company.  
 Clairton Street Railway Company.  
 Conestoga Traction Company.  
 Cumberland Railway Company.  
 Cleveland & Erie Railway Company.  
 Danville & Sunbury Transit Company.  
 Dubois Traction Company.  
 East End Passenger Railway Company.  
 Eastern Pennsylvania Railways Company.  
 Easton Transit Company.  
 Ephrata & Lebanon Street Railway Company.

## STREET RAILWAY COMPANIES—Continued:

Fairmont Park Transportation Company.  
Frankford, Tacony & Holmesburg Street Railway Company.  
Gettysburg Railway Company.  
Hanover & McSherrystown Street Railway Company.  
Harrisburg Railways Company.  
Hershey Transit Company.  
Highland Grove Traction Company.  
Homestead & Mifflin Street Railway Company.  
Huntingdon, Lewistown & Juniata Valley Traction Company.  
Indiana County Street Railways Company.  
Irwin-Herminie Traction Company.  
Jefferson Traction Company.  
Jersey Shore & Antes Fort Railroad Company.  
Jersey Shore Electric Street Railway Company.  
Johnstown Traction Company.  
Kittanning & Leechburg Railways Company.  
Lancaster & Southern Street Railway Company.  
Lancaster & York Furnace Street Railway Company.  
Lackawanna & Wyoming Valley Railroad Company.  
Lehigh Traction Company.  
Lehigh Valley Transit Company.  
Lewisburg, Milton & Watontown Passenger Railway Company.  
Lewistown & Reedsville Electric Railway Company.  
Mahoning & Shenango Railway & Light Company.  
Mahoning Valley Railway Company.  
Montgomery Transit Company.  
Montoursville Passenger Railway Company.  
Mount Carmel & Locust Gap Transit Company.  
Mount Penn Gravity Railroad Company.  
Neversink Mountain Railway Company.  
Northampton Traction Company.  
North Branch Transit Company.  
Northern Cambria Street Railway.  
Northwestern Pennsylvania Railroad Company.  
Oakdale-McDonald Street Railway Company.  
Ohio River Passenger Railway Company.  
Oley Valley Railway Company.  
Patterson Heights Street Railway Company.  
Peoples Railway Company.  
Peoples Street Railway Company of Nanticoke and Newport.  
Philadelphia & Easton Electric Railway Company.  
Philadelphia Railways Company.  
Philadelphia Rapid Transit Company.  
Philadelphia & West Chester Traction Company.  
Philadelphia & Western Railway Company.  
Phoenixville, Valley Forge & Strafford Electric Railway Company.  
Pittsburgh & Allegheny Valley Traction Company.  
Pittsburgh & Butler Railway Company.  
Pittsburgh, Harmony, Butler & New Castle Railway Company.  
Pittsburgh, McKeesport & Greensburg Railway Company.  
Pittsburgh Railways Company.  
Port Vue Street Railway Company.  
Pottstown & Phoenixville Railway Company.  
Pottsville Union Traction Company.  
Reading Transit & Light Company.  
Schuylkill & Dauphin Traction Company.  
Schuylkill Railway Company.  
Scranton Railway Company.  
Scranton & Binghamton Traction Company.  
Shamokin & Edgewood Electric Railway Company.  
Shamokin & Mt. Carmel Transit Company.  
Sharon & New Castle Street Railway Company.  
Sharon & Wheatland Street Railway Company.  
Slate Belt Electric Street Railway Company.  
South Bethlehem & Saucon Street Railway Company.  
Southern Cambria Railway Company.  
Southern Pennsylvania Traction Company.  
South Side Passenger Railway Company.  
Stroudsburg Passenger Railway Company.  
Stroudsburg, Water Gap & Portland Railway Company.  
Sunbury & Susquehanna Railway Company.  
Susquehanna Traction Company.  
Titusville Electric Traction Company.  
Trenton, Bristol & Philadelphia Street Railway Company.



**STREET RAILWAY COMPANIES—Continued:**

United Traction Street Railway Company.  
Vallamont Traction Company.  
Valley Railways.  
Valley Street Railway Company.  
Warren & Jamestown Street Railway Company.  
Warren Street Railway Company.  
Waverly, Sayre & Athens Traction Company.  
Webster, Monessen, Belle Vernon & Fayette City Street Railway Company.  
West Chester Street Railway Company.  
West Chester, Kennett & Wilmington Electric Railway Company.  
Western New York & Pennsylvania Traction Company.  
Westmoreland County Railway Company.  
West Penn Railways Company.  
Westside Electric Street Railway Company.  
Weygadt Mountain Railway Company.  
Wheatland Street Railway Company.  
Whitehall Street Railway Company.  
Wilkes-Barre & Hazleton Railway Company.  
Wilkes-Barre Railway Company.  
Williamsport Passenger Railway Company.  
Woodlawn & Southern Street Railway Company.  
York Railways Company.  
Youngstown & Sharon Street Railway Company.

**TELEPHONE AND TELEGRAPH COMPANIES:**

Albion Telephone Company.  
Allegheny County Telephone Company.  
Allensville & Mill Creek Telephone Company.  
Almedia Rural Telephone Company.  
American Telephone & Telegraph Company.  
Annin Telephone Company.  
Arbuckle Telephone Company.  
Asherton & Augustaville Telephone Company.  
Austinburg Telephone & Telegraph Company.  
Ayr Telephone Company.  
Balfour Rural Telephone Company.  
Bear Lake Association.  
Beaverdam Telephone Company.  
Bedford County Telephone Company.  
Bedford Fulton Telephone Company.  
Bell Telephone Company of Pennsylvania.  
Bentleyville Telephone Company.  
Berks & Lehigh Telephone Company.  
Bethel Telephone Company.  
Big Eddy Telephone Company.  
Blairsville Telephone Company.  
Blakeslee & Fernridge Telephone Company.  
Blooming Grove Bell Telephone Company.  
Bloomsburg & Sullivan Railroad Company-Telegraph Department.  
Blossburg Telephone Company.  
Blue Mountain Telephone & Telegraph Company.  
Blue Ridge Telephone Company.  
Bradford County Telephone Company.  
Brookside & White Pine Telephone Company.  
Brummerville Rural Telephone & Telegraph Company.  
Brush Creek Valley Telephone Company.  
Buffalo Valley Telephone Company.  
Burton Telephone Company.  
Cambridge Springs Electric Telephone & Telegraph Company.  
Canton Telephone Company.  
Canton & Leroy Farmers Telephone Company.  
Carbon Telephone Company.  
Centerville & Longsdorf Telephone Line.  
Central District Telephone Company.  
Chanceford Telephone Company.  
Chapman Lake Telephone Company.  
Charleroi Telephone Company.  
Chartiers Telephone Company.  
Citizens Telephone Company.  
Citizens Mutual Telephone & Telegraph Company.  
Claar Telephone Company.  
Clarion Telephone Company.  
Clearfield & Cambria Telephone Company.  
Cochranton Telephone Company.  
Columbia Telephone Company.

## TELEPHONE AND TELEGRAPH COMPANIES—Continued:

Colver Telephone Company.  
Commonwealth Telephone Company.  
Conestoga Telephone Company.  
Consolidated Telephone Company.  
Coopersburg Telephone Company.  
Coudersport & Port Allegany Railroad Company.  
Conyngham Valley Telephone Company.  
Crawford Mutual Telephone Company.  
Crawford Telephone Company.  
Crawford & Venango Telephone Company.  
Cresco & Greentown Telephone Company.  
Cumberland Valley Telephone Company.  
Cussewago Telephone Company.  
Darling Telephone Company.  
Dayton Telephone Company.  
Delmar & Hoytville Telephone Company.  
Denver & Ephrata Telephone & Telegraph Company.  
Derry Twp. Telephone Company.  
Dorseyville Mutual Telephone Company.  
Driftwood Telephone Company.  
Dry Valley Telephone Company.  
East Branch Telephone Company.  
Easton Crawford Telephone Company.  
Easton Perry Telephone & Telegraph Company.  
East Freedom Rural Telephone Company.  
Easton & Bethlehem Telephone Company.  
East Shenango Telephone Association.  
Eau Claire Telephone Company.  
Economy Telephone Stock Company.  
Edinboro Bell Telephone Company.  
Edinboro Telephone Company.  
Elizabeth & Warwick Telephone Company.  
Elk Run Telephone Association.  
Emaus Telephone Company.  
Empire Telephone Company.  
Endeavor Telephone Company.  
Enon Valley Telephone Company.  
Enterprise Telephone & Telegraph Company.  
Enterprise Telephone Company No. 2.  
Enterprise Telephone Company No. 3.  
Erie County Telephone Company.  
Fairview Telephone Company.  
Fairview Independent Telephone Company.  
Fallowfield Telephone & Telegraph Company.  
Farmers Telephone Company, (Jackson Center).  
Farmers Independent Telephone & Telegraph Company.  
Farmers Mutual Telephone Company.  
Farmers Mutual Telephone Company of McKean County.  
Farmers Telephone Company, (Belleville).  
Farmers Telephone Company, (Marion Center).  
Farmers Telephone & Supply Company.  
Farmers Union Telephone Company.  
Fayette Telephone Company.  
Fayette Rural Telephone Company.  
Federal Telephone & Telegraph Company.  
Ferguson Valley Telephone Company.  
Forest Telephone & Telegraph Company.  
Forward Telephone Company.  
Fountain Springs Union Telephone Company.  
Franklin Telephone & Telegraph Company.  
Freeport Telephone & Telegraph Company.  
Friends Cove Telephone Company.  
Gayly Local Telephone Company.  
Gilbrook Telephone Company.  
Glen Rock-New Freedom Telephone & Telegraph Company.  
Gold Telephone & Telegraph Company.  
Grampian Hills Telephone Company.  
Granville Telephone Company.  
Green County Telephone & Telegraph Company.  
Hafner, H. H.  
Hall, A. J., Telephone Company.  
Harborcreek Telephone Company.  
Harrisville Telephone Company.  
Hartslog Valley Telephone Company.  
Hershey Bell Telephone Company.

## TELEPHONE AND TELEGRAPH COMPANIES—Continued:

Hogestown & Huston Rural Telephone Company.  
Hollenback Telephone Company.  
Home Telephone Company, (Allenville).  
Home Telephone Company, (Sheffield).  
Hopewell Independent Telephone Company.  
Houston, T. W., et al., Telephone Company.  
Hunters Range Telephone Company.  
Huntingdon & Clearfield Telephone Company.  
Huntingdon & Center Telephone Company.  
Independent Telephone Construction Company.  
Indian Ridge Rural Telephone Company.  
Intercourse Telephone & Telegraph Company.  
Island & Dunnsburg Telephone Company.  
Johnstown Telephone Company.  
Juniata Farmers Telephone & Telegraph Company.  
Juniata & Shavers Creek Telephone Company.  
Juniata Valley Telephone Company.  
Kennard Telephone & Telegraph Company.  
Keystone Telephone Company of Girard.  
Keystone Telephone Company of Philadelphia.  
Kittanning Telephone Company.  
Kutztown Telephone & Telegraph Company.  
Lake & Lehman Telephone Company.  
Lavelle Telephone & Telegraph Company.  
Leatherwood Telephone Company.  
Leesport Rural Telephone Company.  
Leroy Telephone Company.  
Lewistown Rural Telephone Company.  
Liberty & Jackson Telephone Company.  
Liberty & Roaring Branch Telephone Company of Ogdensburg.  
Ligonier Valley Telephone Company.  
Limerick Telephone Company.  
Little Valley Rural Telephone Company.  
Logan Valley Rural Telephone Company, Ltd.  
Lords Valley Telephone Company.  
Loreto Telephone Company.  
Lost Creek Valley Rural Telephone Company.  
Louck's Mills Telephone Company, Ltd.  
Lower Saucon Telephone Company.  
Loyalsock Telephone Company.  
McClymond Telephone Company.  
McConnellsburg & Breezewood Telephone Company.  
Madison Telephone Company, Ltd.  
Mahoning & Mahantango Telephone Company.  
Mahoning Rural Telephone Company.  
Marianna & Scenery Hill Telephone Company.  
Mastersonville Telephone Company.  
Mattawanna Peoples Telephone Company.  
Meadville Telephone Company.  
Mercer Telephone & Telegraph Company.  
Merchants Telephone Company.  
Middlecreek Valley Telephone Company.  
Middle Spring & Mowersville Telephone Company.  
Middletown Telephone Company.  
Midway Mutual Telephone Company.  
Milltown Rural Telephone Company.  
Mills & Ulysses Telephone Company.  
Milroy & Reedsville Telephone Company.  
Mixtown Telephone Company.  
Monterey Telephone Company.  
Moravia Telephone Company.  
Moore Telephone Company.  
Morrison's Cove Telephone Company.  
Morris Run Bell Telephone Company.  
Mountain Telephone Company.  
Mountain Spring Water Ice Company.  
Mount Air Telephone Company.  
Mt. Bethel Telephone Company.  
Mount Pleasant Mutual Telephone Company.  
Mt. Rock Rural Telephone Company.  
Mt. Morris Telephone Exchange Company.  
Mt. Zion Fredericksburg Telephone Company.  
Murdocksville Independent Telephone Company.  
Murraysville Telephone Company.  
Mutual Telephone Company.

**TELEPHONE AND TELEGRAPH COMPANIES—Continued:**

New Bedford Telephone Company.  
New Wilmington Telephone Company.  
Nittany Telephone Company.  
Northampton Telephone Company.  
North Eastern Pennsylvania Telephone Company.  
Northern Cambria Farmers Telephone Company.  
Northern Central Telephone Company.  
North Pittsburgh Telephone Company.  
Northwestern Mercer Telephone Company.  
Norwich Telephone Company.  
Ono & Lebanon Rural Telephone Company  
Packer Twp. Telephone Company.  
Palmerton Telephone Company.  
Paradise Telephone Company.  
Parker Telephone Company.  
Passer Telephone Company.  
Patrons Rural Telephone Company.  
Paupack Telephone Company.  
Peoples Bell Telephone Company.  
Peoples Ideal Telephone Company.  
Peoples Mutual Telephone Company.  
Peoples Telephone Company of Butler.  
Perry County Telephone & Telegraph Company.  
Petroleum Telephone Company.  
Pfoutz's Valley Telephone Company.  
Philadelphia Local Telephone Company.  
Philadelphia, Reading & Pottsville Telegraph Company  
Pike Rural Bell Telephone Company.  
Pine Grove & Cressona Rural Telephone Company.  
Pittsburgh & Allegheny Telephone Company.  
Pittsburgh & Butler Telephone Company.  
Plain Grove Telephone Company.  
Pleasant Hill Telephone Company.  
Plum Telephone Company.  
Pohoqualine Telephone Company.  
Postal Telegraph-Cable Company.  
Princeton Telephone Company.  
Prospect Telephone Company.  
Ralston Telephone & Telegraph Company.  
Reade Telephone Company, Ltd.  
Redbank Telephone Company.  
Redstone Rural Telephone Association.  
Rimersburg Bell Telephone Company.  
Rimersburg Telephone Company.  
Rixford Co-Operative Telephone Company.  
Robeson Rural Telephone Company.  
Roscoe Telephone Company.  
Roulette Telephone Company.  
Rural Telephone Company.  
St. Lawrence Rural Telephone Company.  
Saltillo Telephone Company.  
Saxonburg Telephone Company.  
Schaefferstown Rural Telephone Company.  
Scott Twp. Rural Telephone Company.  
Shehawhen Telephone Company.  
Sinking Valley Telephone Line.  
Slate Belt Telephone & Telegraph Company.  
Slippery Rock Independent Telephone Company.  
Somerset Telephone Company.  
South Canaan Telephone Company.  
South Harbour Creek Telephone Company.  
South Penn Telephone & Telegraph Company  
Springfield Telephone Company.  
Spruce Creek Rural Telephone Company.  
Starrucca Rural Telephone Company.  
Stover Telephone Company.  
Stroudsburg & Bushkill Telephone Company.  
S. U. B. Telephone Company.  
Sullivan & Muncy Creek Telephone Company.  
Summerville Telephone Company.  
Summit Independent Telephone Company.  
Sunderlinville Telephone Company.  
Susquehanna Telephone & Telegraph Company.  
Tioga County Telephone Company.  
Tri County Telephone Company.



**TELEPHONE AND TELEGRAPH COMPANIES—Continued:**

Tri State Telephone & Telegraph Company.  
Turner Hill Telephone Company.  
Union Telephone Company (California).  
Union Telephone Company of Erie.  
United Telephone & Telegraph Company.  
Unityville & Talmar Telephone Company.  
Valley Stock Telephone Company.  
Valley Telephone Company.  
Valmont Telephone Company.  
Vandergrift Telephone Company.  
Van Pike Telephone Company.  
Vinton Colliery Company.  
Wayne Telephone Company.  
Wayne Twp. Telephone Company.  
Waynesburg & Greensboro Telephone Company.  
Weedville & Kersey Telephone Company.  
West Branch Bell Telephone Company.  
West End Rural Telephone Company.  
Western Crawford Telephone Company.  
Western Union Telegraph Company.  
Westfield Telephone Company.  
Westford Independent Telephone Company.  
West Liberty Telephone Company.  
West Millville Telephone Company.  
Westmoreland Fayette Telephone Company.  
West Pittsburgh Realty Company.  
White Deer Telephone Company.  
Wiconisco Telephone & Telegraph Company.  
Wilmore Rural Telephone Company.  
Windber Telephone Company.  
Windsor Rural Telephone & Telegraph Company.  
Woodcock Valley Telephone Company.  
Woodward Township Telephone Company.  
York Telephone & Telegraph Company.  
York Eastern Telephone Company.  
York Southern Telephone Company.  
Youngsville Mutual Telephone Company.

**TURNPIKE COMPANIES**

Bald Eagle, Nittany, Brush & Penns Valley Turnpike Road Company.  
Berk & Dauphin Turnpike Road Company.  
Berlin & Dauphin Turnpike Road Company.  
Bridgeport & Horse Shoe Turnpike Road Company.  
Bridgetown & Newtown Turnpike Company.  
Centerville & Pineville Turnpike Road Company.  
Centre & Kishacoquillas Turnpike Company.  
Cheltenham & Willow Grove Turnpike Company.  
Chester & Darby Telford Road Company.  
Clay & Hinkletown Turnpike Company.  
Columbia & Chestnut Hill Turnpike Road Company.  
Columbia & Marietta Turnpike Road Company.  
Columbia & Washington Turnpike Road Company.  
Cornwall Turnpike Company.  
Danboro & Point Pleasant Turnpike Road Company.  
Doylestown & Dublin Turnpike Road Company.  
Doylestown & Willow Grove Turnpike Road Company.  
Duncansville, Newry & Leamersville Turnpike Road Company.  
Fox Chase & Huntingdon Turnpike Company.  
Green Castle & Maryland Line Turnpike & Plank Road Company.  
Green Lane & Goschenhoppen Turnpike Road Company.  
Hanover & Carlisle Turnpike Company.  
Hanover & Littlestown Turnpike Company.  
Hanover & McSherrystown Turnpike Company.  
Hanover & Maryland Line Turnpike Company.  
Harleysville & Lederachsville Turnpike Road Company.  
Harleysville & Souders Turnpike Road Company.  
Harrisburg, Carlisle & Chambersburg Turnpike Road Company.  
Hatboro & Warminster Turnpike Road Company.  
Hereford Turnpike Road Company.  
Hilton & Sellersville Turnpike Road Company.  
Horsham & Hatboro Turnpike Road Company.  
Johnstown & Cramer Turnpike Company.  
Lahaska & New Hope Turnpike Road Company.  
Lancaster Avenue Improvement Company.  
Lancaster, Elizabethtown & Middletown Turnpike Road Company.

**TURNPIKE COMPANIES—Continued:**

Lancaster & Ephrata Turnpike Company.  
 Lancaster & Fruitville Turnpike Road Company.  
 Lancaster & Lititz Turnpike Road Company.  
 Lancaster & Marietta Turnpike Road Company.  
 Lancaster & New Danville Road Company.  
 Lancaster & Susquehanna Turnpike Road Company.  
 Lancaster & Williamstown Turnpike Road Company.  
 Lehigh & Berks Turnpike Road Company.  
 Lewistown & Kishacoquillas Turnpike Company.  
 Lewisville & Prospectville Turnpike Road Company.  
 Lititz & Lexington Turnpike Company.  
 Lititz & Rothsville Turnpike Company.  
 Manheim & Lititz Turnpike Company.  
 Manheim & Lancaster Turnpike Road Company.  
 Manheim & Old Line Turnpike Company.  
 Manheim & Penn Township Turnpike Road.  
 Manheim & Sporting Hill Turnpike Company.  
 Marietta & Maytown Turnpike Company.  
 Marietta & Mt. Joy Turnpike Company.  
 Milford & Richland Turnpike Road Company.  
 Millheim Turnpike Company.  
 Mount Pleasant & Donegal Turnpike Road Company.  
 Nay Aug Falls & Elmhurst Boulevard Company.  
 New Holland Turnpike Road Company.  
 Northern Boulevard Co. & Providence & Abington Turnpike & Plank Road Company.  
 Oley Turnpike Road Company.  
 Penlllyn & Blue Turnpike Road Company.  
 Philadelphia, Bala & Bryn Mawr Turnpike Company.  
 Philadelphia & West Chester Turnpike Road Company.  
 Quakertown & Sellersville Turnpike Road Company.  
 Quakertown & Spinnerstown Turnpike Road Company.  
 Richlandtown Turnpike Company.  
 Roaring Brook Turnpike Company.  
 Shrewsbury & Railroad Station Turnpike Road Company.  
 Springhouse & Hilltown Turnpike Road Company.  
 Springhouse & Pennlllyn Turnpike Road Company.  
 Springhouse & Sumneytown Turnpike Road Company.  
 Strasburg & Millport Turnpike Road Company.  
 Susquehanna & York Borough Turnpike Company.  
 Telford & County Line Turnpike Road Company.  
 West Kishacoquillas Turnpike Company.  
 White Hall Turnpike Road Company.  
 Willow Grove & Germantown Plank Road Company.  
 Willow Street Turnpike Road Company.  
 Wrightstown & Newtown Turnpike Road Company.  
 Wrightsville & Chanceford Turnpike Company.  
 York & Chanceford Turnpike Road Company.  
 York & Gettysburg Turnpike Road Company.  
 York & Liverpool Turnpike Company.  
 York & Maryland Line Turnpike Company.

**WATER COMPANIES:**

Allaire Water Company.  
 Allegheny Water Company.  
 Allegheny Valley Water Company.  
 Alexandria Water Company.  
 Ambler Spring Water Company.  
 Andelica Water & Ice Company.  
 Annville Water Company.  
 Anthracite Water Company.  
 Apollo Water Works Company.  
 Arcadia Water Company.  
 Armstrong Water Company.  
 Atglen Water Company.  
 Auburn Water Company.  
 Avondale Water Company.  
 Axleton Water Company.  
 Bald Eagle Water Company.  
 Bangor Water Company.  
 Bear Creek Water Company.  
 Bear Gap Water Company.  
 Beaver Creek Water Company.  
 Beaver Springs Water Company.  
 Beaver Valley Water Company.

## WATER COMPANIES--Continued:

Belle Vernon Water Company.  
Belleville Water Company.  
Belmont Water Company.  
Bens Creek Water Company.  
Bentleyville Water Company.  
Benton Water Supply Company.  
Berlin Water Company.  
Berry Springs Water Company.  
Berwick Water Company.  
Bethlehem City Water Company.  
Biglerville Water Company.  
Big Run Water Company.  
Birdsboro Water Company.  
Blacklick Water Company.  
Blandburg Water Company.  
Bloomfield Water & Sewer Company.  
Bloomsburg Water Company.  
Blossburg Water Company.  
Blue Mountain Consolidated Water Company.  
Blue Ridge Summit Water Company.  
Boiling Springs Water Company.  
Briar Creek Water Supply Company.  
Bridgeport Water Company.  
Brockway Crystal Water Company.  
Brownsville Water Company.  
Buck Hill Water Company.  
Bunday Water Company.  
Bushkill Water Company.  
Butler Water Company.  
California Water Company.  
Cambria County Water Supply Company.  
Canadensis Water Company.  
Canawacta Water Supply Company.  
Carlisle Gas & Water Company.  
Cashtown Water Company.  
Catawissa Water Company.  
Center Hall Water Company.  
Center Moreland Water Company.  
Central Water Company.  
Chatham Water Company.  
Cherry Tree Water Company.  
Christiana Gravity Water Company.  
Citizens Mutual Water Company.  
Citizens Water Company of Beaver Meadow.  
Citizens Water Company of Canton.  
Citizens Water Company of Clymer.  
Citizens Water Company of Coburn.  
Citizens Water Company of Confluence.  
Citizens Water Company of Gordon.  
Citizens Water Company of McDonald.  
Citizens Water Company of Milton.  
Citizens Water Company of New Bethlehem.  
Citizens Water Company of Philipsburg.  
Citizens Water Company of Scottdale.  
Citizens Water Company of Tower City.  
Citizens Water Company of Wapwallopen.  
Citizens Water Company of Washington.  
Clarendon Water Company.  
Clarion Water Company.  
Clearfield Water Company.  
Clear Springs Water Company.  
Cleona Water Company.  
Cleveland Water Company.  
Clymer Water Company.  
Coburn Water Company.  
Cold Spring Water Company.  
Columbia Water Company.  
Colver Water Company.  
Conemaugh & Franklin Water Company.  
Connellsville Water Company.  
Consolidated Water Company.  
Consolidated Water Supply Company.  
Consumers Water Company of Montrose.  
Cool & Mills.  
Corry Water Supply Company.

**WATER COMPANIES—Continued:**

Creekside Water Company.  
Cresson Water Company.  
Crosby Water Company.  
Crystal Pure Water Company.  
Crystal Water Company.  
Curwensville Water Company.  
Cowanshannock Coal & Coke Company.  
Dallas Water Company.  
Dauphin Consolidated Water Supply Company.  
Decatur Water Company.  
Delaware Water Gap Water Supply Company.  
Diamond Water Company.  
Dickerson Run Water Company.  
Dillsburg Water Company.  
Dingmans Ferry Water Company.  
Diston Water Company.  
Driftwood Water Company.  
Dushore Water Company.  
Eagles Mere Water Company.  
East Brady Water Works Company.  
East Buffalo Water Company.  
East Butler Water Company.  
Easton Water Company.  
Edgeworth Water Company.  
Elizabethville Water Company.  
Ellwood Water Company.  
Emlenton Water Company.  
Emporium Water Company.  
Evansburg Boro. Water Works.  
Everett Water Company.  
Evitts Creek Water Company.  
Extension Water Company.  
Fair View Water Company.  
Fayette City Water Company.  
Fayetteville Water Company.  
Fisher, J. W.  
Fling Hill Water Company.  
Florn Water Company.  
Foxburg Water Works Company.  
Franklin Township Water Company.  
Franklin Water Company.  
Fraser, W. P.  
Fredericksburg Water Company.  
Fredericktown Water Company.  
Freeland Water Company.  
Freeport Water Works Company.  
Galeton-Eldred Water Company.  
Garrett Water Company.  
Garfield Water Company.  
General Water Company.  
Genesee Citizens Water Company.  
Germania Water Company.  
Gettysburg Water Company.  
Girard Water Company.  
Glen Water Company.  
Glenside Water Company.  
Gourley Water Company.  
Gravel Hill Water Supply Company.  
Great Bend Water Company.  
Greenburr Water Company.  
Greenville Water Company.  
Halifax Water Company.  
Halstead Water Company.  
Hanover & McSherrystown Water Company.  
Harvey, W. L., Estate.  
Hathoro Water Company.  
Hawley Water Company.  
Hayesville Water Company.  
Hazlehurst Water Company.  
Hazel Township Water Company.  
Hegins Water Company.  
Heidelberg Township Water Company.  
Heineman Chemical Company.  
Helb, Edward.



## WATER COMPANIES—Continued:

Henrietta Water Company.  
Hershey Improvement Company.  
Hibbs Water Company.  
Highspire Water Company.  
Holmesburg Water Company.  
Home Water Company, (Philipsburg).  
Home Water Company, (Royersford).  
Home Water Supply Company.  
Honesdale Consolidated Water Company.  
Honey Brook Water Company.  
Hooversville Water Company.  
Hopewell Township Water Company.  
Horner, H. M.  
Houtzdale Water Company.  
Hughesville Home Water Company.  
Hummelstown Consolidated Water Company.  
Huntingdon Water Supply Company.  
Hyndman Water Company.  
Jacks Mountain Water Company.  
Jackson Water Company.  
Jamestown Water Company of Jamestown.  
Jersey Shore Water Company.  
Johnsonburg Water Company.  
Johnstown Water Company.  
Keeler Water Works.  
Kelly Water Company.  
Kensington Water Company.  
Kinnel, S. W.  
Koppel Water Company.  
Kulpmont Water Company.  
Kutztown Water Company.  
Lancaster Water Filtration Company.  
Langhorne Spring Water Company.  
Lansdale Water Company.  
Lansdowne Park Water Company.  
Latrobe Water Company.  
Lebanon Valley Consolidated Water Supply Company.  
Lebanon Water Company.  
Leechburg Water Works Company.  
Lehigh Water Company.  
Lehighton Water Supply Company.  
Lewisburg Water Company.  
Lewistown-Reedsville Water Company.  
Lewisville Water Company.  
Lindsay Water Company.  
Londonderry Water Company.  
Lykens Water Company.  
Lyon Water Company.  
McConnellsburg Water Company.  
McCraken, B. W.  
McDonald, A. L., Water Company.  
Mace Springs Water Company.  
Madera Water Company.  
Mahanoy City Water Company.  
Manheim Township Water Company.  
Manheim Water Company.  
Mansfield Water Company.  
Manufacturers Water Company.  
Manwalamink Water Company.  
Mapelton Water Company.  
Marie Water Company.  
Marietta Gravity Water Company.  
Marion Center Water Company.  
Marion Heights Water Company.  
Martindale Water Company.  
Marysville Water Company.  
Matamoras Citizens Water Company.  
Mauch Chunk Water Company.  
Mechanicsburg Gas & Water Company.  
Meddlesworth, Ner. B.  
Menallen Water Company.  
Menno Mutual Water Company.  
Mercer Water Company.  
Mercersburg Water Company.  
Middleburg Water Company.

## WATER COMPANIES—Continued:

Middleport Water Company.  
Middletown & Swatara Consolidated Water Company.  
Midland Water Company.  
Mifflintown Water Company.  
Milford Water Company.  
Millcreek Water Company.  
Millersburg Home Water Company.  
Millerstown Water Works.  
Millheim Water Company.  
Millville Water Works.  
Milnesville Water Company.  
Minersville Water Company.  
Mohnsville Water Company.  
Monongahela City Water Company.  
Monongahela Valley Water Company.  
Monongahela Water Company.  
Monterey Water Company.  
Montgomery Water Company.  
Montolo Water Company.  
Moreland Spring Water Company.  
Morreville & Cambria Boro Water Company.  
Morris Water Company.  
Moscow Water Company.  
Moss Glen Water Company.  
Mountain City Water Company.  
Mountain Home Water Company.  
Mountain Water Company, (Milton).  
Mountain Water Company, (Allentown).  
Mount Carmel Water Company.  
Mount Greenwood Cemetery Association.  
Mt. Jewett Water Company.  
Mt. Penn Suburban Water Company.  
Mount Pleasant Water Company.  
Mount Union Water Company.  
Muncy Water Supply Company.  
Mutual Water Association.  
Myerstown Water Company.  
Nanty-Glo Water Company.  
Natrona Water Company.  
Neelyton Water Company.  
Nescock Water Supply Company.  
New Albany Water Company.  
New Castle Water Company.  
New Chester Water Company.  
New Holland Water Company.  
Newmanstown Water Company.  
New Milford Water Company.  
Newport Home Water Company.  
Newville Water Company.  
New Wilmington Water Supply Company.  
Nicholson Water Company.  
Nokomis Water Company.  
Norristown Insurance & Water Company.  
North Abington Water Company.  
North Coventry Water Company.  
Northern Cambria Water Company.  
North Manheim Water Company.  
North Mountain Water Supply Company.  
North Strabane Water Company.  
Northumberland Water Company.  
North Wales Water Company.  
Oakland Water Company.  
Ohio Valley Water Company.  
Olyphant Water Company.  
Orbisonia Water Company.  
Osceolo Water Supply Company.  
Overbrook Steam Heat Company.  
Paint Township Water Company.  
Palmer Township Water Company.  
Palmer Water Company.  
Panther Valley Water Company.  
Parker City Water Company.

## WATER COMPANIES—Continued:

Parkersburg Water Company.  
Patterson Water Company.  
Patton Water Company.  
Paxtang Consolidated Water Company.  
Peachey, J. Y.  
Pennsylvania Water Company.  
Peoples Water Company, (Philipsburg).  
Peoples Water Company, (Summerville).  
Perkasie Water Supply Company.  
Philadelphia & Bristol Water Company.  
Pine Grove Water Company.  
Pine Hill Water Company.  
Plainfield Water Company.  
Pocono Lake Water Company.  
Pompeii Water Company.  
Portage Water Company.  
Port Allegany Water Company.  
Portland Water Company.  
Port Royal Water Supply Company.  
Pottstown Gas & Water Company.  
Pottsville Water Company.  
Punxsutawney Water Company.  
Purity Water Company.  
Quakertown Water Company.  
Quarryville Water Company.  
Ramey Water Company.  
Reading Suburban Water Company.  
Rebecca Water Company.  
Red Hill Water Company.  
Red Lion Water Company.  
Revere Water Company.  
Reynoldsville Water Company.  
Richland Township Water Company.  
Ringtown Spring Water Supply Company.  
Riverton Consolidated Water Company.  
Roaring Creek Water Company.  
Rockwood Water Company.  
Roselawn Water Company.  
Roseto Water Company.  
Roulet Water Company.  
Rouzerville Water Company.  
Rutherford Heights Water Supply Company.  
St. Lawrence Water Company.  
St. Marys Water Company.  
Sandy Lake Water Works.  
Sand Spring Water Company.  
Saxton Water Company.  
Saylor, Horace L.  
Sayre Water Company.  
Schaefferstown Water Company.  
Schuylkill Haven Gas & Water Company.  
Scranton Gas & Water Company.  
Selins Grove Water Supply Company.  
Senwick Water Company.  
Sewickley Water Company.  
Sharon Water Works Company.  
Shawnee Water Supply Company.  
Sheffield Water Company.  
Shenandoah Citizens Water & Gas Company.  
Shickshinny Water Company.  
Shinglehouse Water Company.  
Silver Creek Water Company.  
Sinking Spring Water Company.  
Smethport Water Company.  
Snow Shoe Water Company.  
South Easton Water Company.  
South Fork Water Company.  
South Pittsburgh Water Company.  
South Sharon Water Company.  
South Union Water Company.  
South Waverly Water Company.  
South West Water Company.  
Spring Brook Water Supply Company.  
Spring Grove Water Company.

## WATER COMPANIES—Continued:

Spring Water Company.  
Springfield Consolidated Water Company.  
Springgettsbury Township Water Company.  
Standard Water Company.  
State College Water Company.  
Stewartstown Water Company.  
Stone Hill Water Company.  
Stroudsburg Water Supply Company.  
Suburban Water Company.  
Summit Hill Water Company.  
Summit Water Supply Company.  
Sunbury Water Company.  
Susquehanna Township Water Company.  
Telford Water Company.  
Thompsontown Water Works.  
Tidioute Water Company.  
Tioga Water Company.  
Tionesta Water Supply Company.  
Tobyhanna Creek Water Supply Company.  
Totten Elmer Water Company.  
Towanda Water Works.  
Trafford Water Company.  
Tremont Water & Gas Company.  
Tri-Cities Water Company.  
Trotter Water Company.  
Trout Lake Water Supply Company.  
Tunkhannock Water Company.  
Tyrone Gas & Water Company.  
Union Water Company of New Berlin.  
Uniontown Water Company.  
Upper Dublin Water Company.  
Upper Mauch Chunk Water Company.  
Vandergrift Water Company.  
Venango Oil & Land Company.  
Wabash Pittsburgh Terminal Railway Company  
Walnut Grove Water Company.  
Warren Water Company.  
Warriors Mark Water Company.  
Washington Water Supply Company.  
Waterford Water Company.  
Watsonstown Water Company.  
Waymart Water Company.  
Waynesboro Water Company.  
Waynesburg Water Company.  
Weatherly Water Company.  
Wellsboro Water Company.  
Wernersville Water Company.  
West Berwick Water Supply Company.  
West Bolivar Water Company.  
West Conshohocken Water Company.  
West Easton Water Company.  
West End Water Company, (Lock Haven).  
West End Water Company, (Franklin).  
West End Water Company, (Lancaster).  
West Grove Water Company.  
West Houtzdale Water Company.  
Westmoreland Water Company.  
West Newton Water Company.  
West Norriton Water Company.  
West Pittsburgh Water Company.  
West Pottsgrove Water Company.  
West Reading Water Company.  
West Salem Water Supply Company.  
Whitaker Water Company.  
White Deer Creek Water Supply Company.  
White Deer Mountain Water Company.  
White Haven Water Company.  
Wilcox Water Company.  
Williamsport Water Company.  
Williams Valley Water Company.  
Winburne Water Company.  
Windber Water & Power Company.  
Windsor Water Company.  
Womelsdorf Consolidated Water Company.



**WATER COMPANIES—Continued:**

Woodlawn Water Company.  
Wrightsville Water Supply Company.  
Wyalusing Water Company.  
Wyoming Valley Water Supply Company.  
Yardley Water & Power Company.  
York Water Company.

**WHARF COMPANIES:**

Consumers Ice & Coal Company.  
Paxson, J. W., Company.  
Pennsylvania Railroad Company.  
Philadelphia Rapid Transit Company

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**SUPPLEMENT 2.**

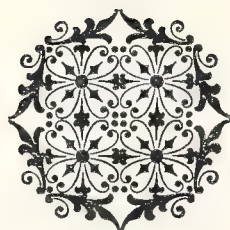
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**BUREAU OF RATES AND TARIFFS.**

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**REPORT ON INSPECTION OF POSTING OF TARIFFS IN OFFICES OF  
PUBLIC SERVICE COMPANIES.**

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## REPORT ON INSPECTION OF POSTING OF TARIFFS.

To the Public Service Commission of the Commonwealth of Pennsylvania:

Gentlemen: Pursuant to the instructions of the Commission of August 18th, 1914, the Bureau supervised the inspection of the posting of tariffs at the principal and sub-offices of the public service companies, and the following report is respectfully submitted:

The State was divided into five districts as here described:

District Number.	Description of Territory by Counties.	Under Supervision of
1	Armstrong, Butler, Cameron, Clarion, Clearfield, Crawford, Elk, Erie, Forest, Jefferson, Lawrence, McKean, Mercer, Venango, Warren.	Commissioner Wallace.
2	Allegheny, Beaver, Cambria, Fayette, Green, Indiana, Somerset, Washington, Westmoreland.	Commissioner Tone.
3	Adams, Bedford, Blair, Centre, Cumberland, Dauphin, Franklin, Fulton, Huntingdon, Juniata, Lancaster, Lebanon, Mifflin, Perry, Snyder, Union, York.	Commissioner Brecht.
4	Bradford, Carbon, Clinton, Columbia, Lackawanna, Luzerne, Lycoming, Monroe, Montour, Northumberland, Pike, Potter, Sullivan, Susquehanna, Tioga, Wayne, Wyoming.	Commissioner Wright.
5	Berks, Bucks, Chester, Delaware, Lehigh, Montgomery, Northampton, Philadelphia, Schuylkill.	Commissioners Pennypacker and Johnson.

Special instructions were prepared for the guidance of the inspectors, which instructions were approved by the Commission.

In addition to these instructions, the inspectors were provided with a list of the public service companies having previously filed tariffs with the Commission, and were instructed to visit the offices of these companies located along main lines of travel, or immediately adjacent thereto, but not to visit offices of utilities in small communities not readily accessible, unless principal offices of utilities were located in such communities, in which event the localities were visited even though conveyances other than steam or electric railroads were employed.

They were also provided with a supply of a card specially prepared for the purpose, upon which they reported to the Bureau a description of the tariffs as posted in the offices of such of the public service companies of which they had been previously advised, or in event tariff was not posted, such statement was substituted for description of tariff. The card was also used for the purpose of reporting to the Bureau the office of any individual, corporation or company rendering public service over which the Commission should have jurisdiction, but of which the Commission had not been advised, the existence of which companies they had ascertained in the inspection: and although only a limited section of the State was visited, 1,853 officers of such individuals, corporations, or companies were reported, a very large number consisting of small express or baggage companies, taxicab companies, or rural telephone companies.



Filing Devices and Accessibility of Tariffs.

In many instances such of the tariffs as were posted in the offices of the company were readily accessible, and in a few instances notices were posted, directing attention to the fact that such tariffs were accessible.

Statements were filed by several of the inspectors with respect to the very complete and readily accessible files of steam railroads, with the exception of the Buffalo, Rochester & Pittsburgh Railway, upon which Inspectors Adams, Mills and Todd comment, and from which it would appear that the device is crude, and that the tariffs are not in readily accessible form. It is recommended that at some time in the future, the matter of filing devices be given consideration, not with a view of suggesting any particular method of filing, but to insure the filing in such manner that the tariffs will be preserved and will be in readily accessible form as required.

Action Taken by the Bureau.

Upon the receipt of reports from the inspectors, the following action was taken by the Bureau.

Utilities Having Neither Filed nor Posted Tariffs.

Letters to the number of 988 were addressed to individuals or officers of companies reported by the inspectors whose tariffs had been neither filed nor posted, with the following result:

Number of tariffs received for filing, .....	268
Number of individuals or companies who claim service was rendered only to tenants, .....	16
Companies claiming service rendered for account of stock-holders (mostly rural telephone companies), .....	231
Letters unanswered, .....	473
<hr/>	
Total, .....	988
(For details see Exhibits "A" and "E.")	

Utilities Having Filed but not Posted Tariffs.

Letters to the number of 280 were addressed to individuals or companies who had filed tariffs with this Commission, but had failed to post them in their offices.	
Number of tariffs reported as having been posted subsequent to inspection (but which the Bureau is unable to verify), .....	227
Letters unanswered, .....	53
<hr/>	
Total, .....	280
(For details see Exhibit "B.")	

### Tariffs of Utilities Criticized.

Special letters to the number of 87 were addressed to public service companies for the following reasons:

Requesting explanation of alterations made in posted tariffs, .....	10
Discrepancies between the tariffs as posted in the offices of utilities and those filed with the Commission, .....	42
For various other reasons, .....	35
Total, .....	87

(For details see Exhibit "C").

Replies to these letters have been received from 23 such companies up to this date. Of the remaining 64, it is confidently believed replies will be received within a short time.

### Utilities Having Posted but Not Filed Tariffs.

Letters to the number of 45 were addressed to the companies who had posted tariffs in their offices, but had failed to file them with this Commission.

Number of tariffs filed with the Commission, .....	22
Letters yet unanswered, .....	23
Total, .....	45

(For details see Exhibit "D").

The following comments upon the conditions portrayed by the reports of the inspectors are made:

### Electricity and Steam Heat Supplied by Individuals or Companies other than Public Service Companies Chartered for Such Purpose.

The inspectors reported a number of instances of corporations chartered for other purposes, as well as individuals or companies, generating electric light or steam heat for their own use, a portion of which is sold to persons other than their tenants.

Letters to the number of 42 were mailed, with the following result:

Tariffs filed, .....	21
Owner supplying tenants only, .....	7
Number who acknowledge furnishing service, but who claim exemption from application of The Public Service Company Law, .....	8
Not heard from, .....	6
Total, .....	42

(For details see Exhibit "E").

I am personally satisfied that there are a very large number of hotels and business establishments who are engaged in this service of whom the inspectors have not reported, and as such service is rendered in competition with public service companies who acknowledge the jurisdiction of the Commission and have posted and filed tariffs, and who in every other manner have complied with the Law or laws governing such corporations, it would appear that the Commission should make reasonable effort to locate all such persons and enforce compliance with The Public Service Company Law, or discontinuance of the service in competition with the regularly organized public service companies.

Local or Vehicle Express Service, Passenger Transfer Companies,  
Taxicab Companies, etc.

Although, as stated above, a very large number of communities in the State were not visited by the inspectors, they nevertheless located 1021 individuals or companies (For classification, see Exhibit "F") who are performing local baggage or transfer express service and the transportation of passengers within the confines of one community or between communities, or both, but no special effort has been made by the Bureau up to this time to require the publication of tariffs, for the reason that it is believed that further efforts should be made to locate other individuals or companies performing such service before requiring those who have been located to comply with the Law.

Particular attention is drawn to the fact that while many of these companies or individuals perform only a limited amount of service, there are a number operating in Philadelphia and Pittsburgh, or between such large cities and surrounding communities, extending in some instances a distance of 25 or 30 miles in each direction. Some of these companies confine their operations to local service only, but quite a large number join with each other, renting a common office, and exchange traffic with each other, forming a joint transportation service, extending for a considerable distance in active competition with similar service by regularly organized express companies operating over steam railroads or electric railways, and in competition also with freight service by steam railroads and electric railways.

Inspectors Harris and Bradley direct attention to the fact that discrimination in charges is made by the local express or baggage transfer companies, a lower charge being applied for stores or other patrons using their service to a considerable extent as compared with the patron who occasionally uses such service, and Inspector Adams directs attention to the fact that Star Route Mail Carriers using vehicles transport baggage as well as passengers, for which a charge is made.

Natural Gas—Generated at Oil Wells (Casing-Head Gas).

The inspectors in the oil districts report that in a very large number of instances individuals or companies drilling for oil make provision for the accumulation of the gas arising from such wells (which is generally known as casing-head gas) which in some instances is supplied only to the owner of the property upon which the drillers have leases, without charge; in other instances a charge is made therefor; and in still other instances, such of the gas as is thus accumulated is sold to nearby residences; and while the amount of service rendered by any one individual is very limited, in the aggregate a considerable amount of gas is thus disposed of, in competition with the natural gas companies operating in such fields, and who have posted their tariffs and in all other respects conformed to the Public Service Company Law.

## Steam Railroads.

During the first few days of the inspection, the same reports were made with respect to the tariffs of steam railroads on file at their stations as were made with respect to the tariffs of other utilities, but owing to the very large number of such tariffs and the fact that it was impossible for the Bureau to determine all the tariffs that should be on file, the instructions were corrected and thereafter the inspectors would merely ascertain whether the tariffs were being properly placed in the tariff files by the railroad companies, and their accessibility to the public.

## Wharf Companies.

Most of the wharf companies located have not provided tariffs, and some with whom we have been in correspondence since reports were received, question the jurisdiction of the Commission, in view of the fact that the vessels docking at their wharves do so under special arrangement, although in some instances they are operating under a charter, which would seem to require that such service be rendered upon demand. The attention of the Counsel has been directed to this matter.

## Telegraph Companies.

The tariffs which were filed and posted by the telegraph companies were those in effect previous to the adoption of The Public Service Company Law, and the copies which were posted consisted, for the most part, of those which had been previously used by the employees, and were frequently torn and disfigured. New tariffs have since been filed by the Postal Telegraph-Cable Company, and are in good condition, and a new issue by the Western Union Telegraph Company is expected to be filed shortly.

In the tariffs of the telegraph companies, provision is made for combined telephone and telegraph service; that is, messages may be telephoned to the telegraph companies from either subscribers' 'phones or the public offices of telephone companies, but no provision is made for the posting of the telegraph companies' tariffs in the offices of the telephone companies. The Counsel has been advised of this condition, and his opinion with respect to the filing of the tariffs in the offices of the telephone companies requested.

## Telephone Companies.

The telephone service throughout the State is rendered by two classes of companies: (a) the regular organized telephone companies such as the Bell, Cumberland Valley, Keystone, Commonwealth, etc., etc., and which are hereinafter described as "regular" companies; and (b) the farmers' or rural companies.

(Regular Companies). The tariffs of the regular companies have been filed and posted at such of the principal and sub-offices of the companies as are open to the public and where payments are made; but not in small exchanges not open to the public. The attention of these companies, however, was directed to the fact that payments were received by such companies in banks, and they advise of the objections made by the banks to the placing of tariffs in their offices, and the communications with respect thereto have already been referred to the Commission for attention.

(Rural Companies). In the limited portion of the State visited by the inspectors as above referred to, a surprisingly large number of so-called "farmers" or "rural"



telephone companies were located, the total aggregating 874 offices, and we have reason to believe that a larger number are located in the districts not visited than are above referred to.

These companies do not operate under any one particular plan. Some of them had as few as six subscribers; others as high as 300 or 400. In some cases, the subscribers erected poles at points allotted to them, and erected and maintained a certain number of feet of wire, while in other instances the line was constructed and maintained by officers of the company selected for that purpose, the subscriber paying a stipulated sum for such erection and maintenance. In some instances the company operates its own exchanges, collecting from each subscriber a certain sum for such purpose, while in other instances (and these far outnumber the others) the exchange service is furnished by the regular companies in connection with their exchange, for which service the companies pay the regular companies an agreed sum.

Practically all such rural companies have connection with some regular company, and thereby obtain toll service to points on the lines of such regular companies, and the toll charge is generally included in the tariff published by the regular company, and in many instances a proportion of such published toll rate as a division of such joint toll rate, or commission, as it is sometimes called.

Most of the representatives of the rural telephone companies contend that they are not subject to the jurisdiction of the Commission for the reason that they do not have public exchanges, but contemplate that the service will be used only by subscribers' 'phones and by subscribers or members of their family; but in conversation with some of their representatives, we find that they permit their neighbors or even strangers to use the 'phones in their homes, and in some instances accept payment for such use of 'phone, and when used for the purpose of making joint toll calls, as above described, the subscriber will in some instances collect from the user only the proportion of the toll rate which must be paid to the regular company, which is a less sum, of course, than the published toll rate contained in the tariff of the regular company, departing from the tariff rate, while in other instances the published toll charge is collected, but the subscriber retains the difference between the published toll charge and the proportion which must be paid to the regular company as its division of the rate, which probably constitutes a rendering of service for profit in the sense in which that term is used in The Public Service Company, Article 1, Section 1:

"The term 'public service company' when used in this act \* \* \* \* \* includes \* \* \* \* \* telephone corporations \* \* \* \* \* and all persons engaged for profit in the same kind of business within this Commonwealth."

I have not attempted to force the filing and posting of tariffs by such of these companies as have, up to this time, claimed that they believed they were not subject to the jurisdiction of the Law, awaiting instructions from the Commission. I have, however, brought the matter to the attention of the Counsel, and expect, with his assistance, to suggest to the Commission a plan by which definite and specific information with respect to the operations of these companies might be obtained, and the Commission be thus enabled to determine the proper course to be pursued with respect thereto.

#### Dining Cars.

The only dining cars of which we have any knowledge are the cars owned by the steam railroads and the Pullman Company, which are operated in connection with steam railroads, of which, up to this time, no reports have been made to the Cor-

mission or tariffs filed or posted, and no efforts have been made by the Bureau to require the filing or posting of tariffs: but the matter has been brought to the attention of the Counsel, particularly with a view of ascertaining where such tariffs, if required, should be posted.

#### Grain Elevators.

Tariffs covering the charges of the grain elevators in the City of Philadelphia are contained in the tariffs of the carriers upon whose tracks such elevators are located. A few other such elevators have been located, but up to this time tariffs have not been filed or posted.

#### Summary.

Although, as hereinbefore stated, the inspection covered but a limited portion of the State, it is believed the expense involved in the inspection is fully justified, as there has been contact between the representatives of many of these smaller companies and the Bureau and other offices of the Commission, and the fear that the administration of the Law would be detrimental to their interests has been almost or entirely overcome, and their hearty co-operation with the Commission in its efforts to apply the law assured.

It is my belief that the inspection should be resumed at some time in the future, but I would recommend that no further effort be made in this direction until the circulars now being prepared by the Bureau for the government of public service companies in the construction, posting and filing of tariffs have been promulgated and new tariffs issued to conform therewith.

EXHIBIT "A."

STATEMENT SHOWING UTILITIES HAVING *NEITHER* FILED *NOR* POSTED TARIFFS AND RESULTS OBTAINED BY CORRESPONDENCE THEREWITH.

Utilities.	Number of letters sent.	Tariffs received as a result.	Companies not existing	No replies.
Bridges, .....	3	2	.....	1
Cold Storage, .....	1	.....	1	.....
Electric Light, Heat and Power, .....	48	31	1	16
Electric Railways, .....	7	3	.....	4
Ferries, .....	35	13	.....	22
Fire Alarm Companies, .....	1	.....	1	.....
Gas (Artificial), .....	7	5	.....	2
Gas (Natural), .....	41	29	2	19
Grain Elevators, .....	1	.....	.....	1
Oil, .....	2	.....	2	.....
Pipe Lines, .....	3	1	2	.....
Railroads (Steam), .....	4	.....	1	3
Sewage, .....	3	.....	2	1
Steam Heat, .....	11	7	.....	4
Telephone,* .....	486	121	4	361
Turnpikes, .....	9	7	.....	2
Water, .....	94	58	3	33
Wharf, .....	4	.....	.....	4
Totals, .....	760	268	19	473

\*231 Rural and Mutual Telephone Companies contending not subject to jurisdiction of the Commission.

EXHIBIT "B."

STATEMENT SHOWING UTILITIES HAVING *FILED* BUT *NOT* POSTED TARIFFS AND RESULTS OF CORRESPONDENCE THEREWITH.

Utilities.	Letters sent out.	Tariffs posted as a result.	No replies.
Bridges, .....	3	2	1
Electric Light, Heat and Power, .....	41	35	6
Electric Railways, .....	8	7	1
Ferries, .....	9	2	7
Gas (Artificial), .....	12	10	2
Gas (Natural), .....	67	54	13
Pipe Lines, .....	1	.....	1
Telephone, .....	96	82	14
Turnpikes, .....	6	5	1
Water, .....	37	30	7
Totals, .....	280	227	53

EXHIBIT "C."

STATEMENT SHOWING UTILITIES WHOSE TARIFFS WERE  
CRITICIZED.

Utilities.	Special letters sent out as to				Number of offices involved.	Answers received
	Alterations.	Filed tariff not same as posted.	Miscellaneous.	Total.		
Boats, .....			1	1	1	
Bridges, .....		3	1	4	4	1
Electric Light, Heat and Power, ..	2	2	3	13	13	
Electric Railways, .....	1	4		5	17	2
Express (Railroad), .....			2	2	5	2
Ferries, .....			1	1	1	
Gas (Artificial), .....		2		2	5	1
Gas (Natural), .....	2	6	8	16	26	5
Pipe Lines, .....			2	2	2	1
Railroads (Steam), .....			5	5	6	4
Steam Heat, .....		1		1	1	
Telephone, .....	2	4	7	13	113	1
Turnpikes, .....	1	1		2	2	
Water, .....	2	13	3	18	18	6
Wharf, .....			2	2	2	
Totals, .....	10	42	35	87	217	23

EXHIBIT "D."

STATEMENT SHOWING UTILITIES HAVING *POSTED* BUT *NOT* FILED  
TARIFFS AND RESULTS OF CORRESPONDENCE THEREWITH.

Utilities.	Letters sent out.	Tariffs filed as a result.	No replies.
Boats, .....	2		2
Canals, .....	1	1	
Electric Light, Heat and Power, .....	7	6	1
Electric Railways, .....	3	3	
Gas (Natural), .....	3	3	
Telephone, .....	10	4	6
Turnpikes, .....	6		6
Water, .....	13	5	8
Totals, .....	45	22	23



## EXHIBIT "E."

STATEMENT SHOWING ELECTRICITY AND STEAM HEAT SUPPLIED  
BY INDIVIDUALS OR COMPANIES OTHER THAN PUBLIC SERVICE  
COMPANIES CHARTERED FOR SUCH PURPOSE IN PHILADELPHIA  
AND PITTSBURGH.

	Philadelphia.		Pittsburgh.		Total.
	Steam.	Electricity.	Steam.	Electricity.	
Tariffs filed, .....	1	5	4	11	21
Serving none but tenants, .....	1	5	.....	1	7
Denial of Public Service,* .....	.....	5	.....	3	8
Answers not yet received, .....	.....	*3	1	2	6

\*Not settled.

## EXHIBIT "F."

STATEMENT SHOWING NUMBER OF LOCAL OR VEHICLE EXPRESS,  
PASSENGER TRANSFER, AND TAXICAB COMPANIES REPORTED.

Baggage Transfer, and Local Express Companies, .....	766
Cabs, Taxi Cabs, and Passenger Transfers, .....	224
Motor Bus, .....	31
Total, .....	1,021

Note:—These reports made prior to the beginning of operation of Jitney Service

## SUMMARY OF INSPECTION.

Offices of Utilities Visited.	Having tariffs posted.	Without tariffs posted.	Total offices visited.	Number of Utilities.	
				Changed name or discontinued service.	Not prev. on comm's record.
Baggage Transfer, .....	2	799	801	3	799
Passenger Transfer, .....	15	107	122	3	122
Bridges, .....	36	17	53	13	.....
Canals, .....	5	1	6	.....	.....
Common Carriers, .....	3	2	5	111	.....
Electric Light, Heat and Power, .....	351	137	488	.....	6
Express (Railroad), .....	624	5	629	1	.....
Ferries, .....	11	52	63	13	39
Gas (Artificial), .....	132	48	180	43	15
Gas (Natural), .....	141	167	308	70	4
Grain Elevators, .....	8	3	11	.....	7
Heat, .....	20	9	29	4	2
Incline Plane, .....	7	.....	7	.....	.....
Pipe Lines, .....	19	8	27	6	3
Pullman, .....	32	.....	32	.....	.....
Railroads, .....	1,133	6	1,139	1	.....

## SUMMARY OF INSPECTION.

Refrigerating, .....	6	6	4	5
Sewage, .....	3	2	5	1
Stage Lines, .....	9	89	98	98
Street Railways, .....	248	31	279	3
Telegraph, .....	514	6	580	.....
Telephone (Regular), .....	398	174	572	10
Telephone (Rural), .....	75	799	874	24
Tunnel, .....	.....	.....	.....	1
Turnpikes, .....	106	22	128	20
Water Power, .....	.....	3	3	.....
Water Supply, .....	415	133	554	130
Wharf, .....	4	8	12	2
Totals, .....	4,371	2,640	7,011	492
				1,853



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## **SUPPLEMENT 3.**

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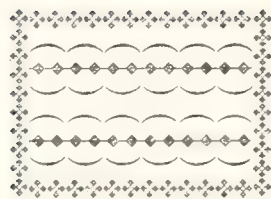
**BUREAU OF RATES AND TARIFFS.**

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**REPORT OF THE SPECIAL INSPECTION OF PASSENGER TARIFFS  
IN THE SO-CALLED "COMMUTERS' CASE."**

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## SPECIAL INSPECTION OF PASSENGER TARIFFS IN THE SO-CALLED COMMUTERS' CASE.

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Owing to the assertion made by some of the counsel in the commuters' case, that the passenger fares to become effective December 15th, 1914, had not been posted at stations in compliance with the Public Service Company Law, with the assistance of four of the tariff inspectors, the records of the companies were examined and receipts obtained from their agents, and copies of the tariffs were carefully checked against a list furnished by such companies of the stations at which such tariffs were effective, after which the inspectors personally visited a large number of such stations and examined the tariffs found on file, making comparison with the records in the general offices of the tariffs forwarded to such agents, a full report of which was made to the Commission on December 11th.

Pursuant to the order of the Commission of December 12th, the carriers filed revised tariffs, effective as of December 15th and owing to complaint by counsel for the combined committee of the United Business Men's Association, that these revised tariffs had not been posted at stations in accordance with the Commission's order, another investigation was made during the period December 26th to 30th, inclusive, and report made to the Commission on December 31st.

Copies of each of these reports are for convenience attached hereto and made part of this report of activities of the Bureau during the month of December.

Respectfully submitted.

GEORGE P. WILSON,

Chief of Bureau.

Harrisburg, Pennsylvania. January 22nd, 1915.

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December 11th, 1914.

## IN THE MATTER OF THE PROPOSED INCREASES IN PAS- SENGER FARES.

To the Public Service Commission of the Commonwealth of Pennsylvania:

Gentlemen: In accordance with the instructions of the Chairman based upon the suggestion contained in telephone message of Counsel Trinkle for Mr. Millar, dated December 4th, I have made an investigation of the posting of tariffs by the Pennsylvania Railroad Company and the Philadelphia & Reading Railway Company,

confining the investigation to points within the radius of thirty miles from Philadelphia, for the reason that most of the complaints with respect to the proposed increases in fares have reference to points within this radius.

I found that both the Pennsylvania Railroad Company and the Philadelphia & Reading Railway Company obtained from their agents receipts for all passenger tariffs mailed to them for posting, and which each of these lines report were mailed on or before November 14, 1914. On my request each of these Lines furnished me with a list of the stations, in the radius above mentioned, and opposite the names of each station indicated the tariffs in effect at such stations, and two inspectors were placed in the office of each of the General Passenger Agents and checked the receipts received from agents and located all such receipts.

I then selected some representative station on each line, and the inspectors visited such stations and reported that the tariffs indicated on the sheets in their possessions were actually on the files at the stations, with one or two exceptions; and they further reported that in each station two printed notices, advising the public that files of tariffs were on file and accessible, were posted at such stations as are hereinafter referred to. And I am satisfied that with the exception of one or two tariffs which were not found, a full list of all tariffs containing changes in passenger fares effective December 15th, or thereafter, were actually in the possession of the agents thirty days before the effective date.

The charge is made that the provisions of the Public Service Company Law with respect to posting of tariffs at stations has not been complied with, and for that reason the tariffs should not be permitted to become effective.

I give below quotations from the Public Service Company Law, as well as from the Interstate Commerce Act, and the instructions of the Interstate Commerce Commission bearing upon the subject of posting, which may be of interest in determining the question.

Article V, Section 16, of the Public Service Company Law provides:

*"The Commission shall have power to prescribe the form of the tariffs required to be filed and posted and published by public service companies under this act; and the rules and regulations as to the filing, posting and publishing thereof, in the case of public service companies, also subject to the Interstate Commerce Commission, shall conform as nearly as practicable to those prescribed by the Interstate Commerce Commission."*

The question now arises as to the regulations prescribed by the Interstate Commerce Commission.

Section 6 of the act to regulate commerce, as amended June 29, 1906, provides, in part:

*"Such schedules shall be plainly printed in large type, and copies for the use of the public shall be kept posted in two public and conspicuous places in every depot, station or office of such carrier where passengers or freight, respectively, are received for transportation, in such form that they shall be accessible to the public and can be conveniently inspected."*

On the second day of June, 1908, the Interstate Commerce Commission issued a circular under the caption **"IN THE MATTER OF MODIFICATION OF THE PROVISIONS OF SECTION SIX OF THE ACT WITH REGARD TO POSTING TARIFFS AT STATIONS,"** which provides, in part, as follows:

*"Under the authority conferred upon the Commission by section 6 of the act, to modify its requirements as to publishing, posting and filing of tariffs, the Commission issues the following order:*

*"Every carrier subject to the provisions of the act.....shall place in the hands and custody of its agent or other representative at every*

station, warehouse or office at which passengers or freight are received for transportation and at which a station agent or a freight agent or a ticket agent is employed, all of the rate and fare schedules which contain rates and fares applying from that station.

.....Such agent or representative shall also be provided with all changes in, cancellations of, additions to and reissues of such publications in ample time to thus *give to the public*, in every case, the thirty days' notice required by the act.

"Such agent or representative shall be provided with facilities for keeping such file of schedules in ready-reference order, and be required to keep said files in complete and readily accessible form. He shall also be instructed and required to give any information contained in such schedules.....

"Each of such carriers whose lines reach any of the cities in the following list.....shall provide and maintain at each of said cities so reached by it.....complete files of the tariff publications which it issues or is a party to.....

Pennsylvania, Philadelphia and Pittsburgh."

Forty-four points in the United States are specified in the list, but Philadelphia and Pittsburgh are the only stations in Pennsylvania.

"Each of such carriers whose lines do not so reach any of the above-named cities shall also provide at least one point on its line a complete file of the tariffs which it issues or is a party to.....

"Each of such carriers shall also provide and cause to be posted in two conspicuous places in every station waiting-room, warehouse, or office at which schedules are so placed in custody of agent or other representative notices printed in large type and reading as follows:

(A) Complete public file (or files) of this company's tariffs is (are) located at ——— in the city of ——— (or the cities of ——— and ———). The rate and fare schedules applying from or at this station and indices of this company's tariffs are on file in this office, and may be inspected by any person upon application, and without the assignment of any reason for such desire.

The agent or other employee on duty in the office will lend any assistance desired in securing information from or in interpreting such schedules."

At exclusive freight stations or at exclusive passenger stations or offices the notice is appropriately modified to apply only to freight tariffs or passenger schedules, respectively.

The carriers having provided files of tariffs at stations, and having posted the notices above referred to, have, I think, fully complied with the regulations of the Interstate Commerce Commission with respect to the posting of tariffs, and it is my view that, under section 16, Article V of The public Service Company Law, as above quoted, have thus complied with the Public Service Company Law and the requirements of this Commission, particularly as all carriers were advised by Circular No. 6, dated Harrisburg, September 9, 1913, reading:

"For the present the Commission does not require the filing with it of tariffs and schedules of the public service companies subject to the provisions of the Public Service Company Law, but directs that in compliance therewith the public service companies which are subject to the provisions of the Interstate Commerce Act, publish and post in the form required by the Interstate Commerce Commission their tariffs and



schedules in their offices and stations, as specified in The Public Service Company Law, but where such public service companies are not subject to the jurisdiction of the Interstate Commerce Commission, they adopt the same or similar forms of tariffs and schedules and publish and post as aforesaid.

"Each public service company is required to keep on file a copy of each tariff or schedule in its principal office "

If this position is correct, all of the provisions of either the Public Service Company Law, of the Interstate Commerce Act, and the Circular of June 2, 1908, have been fully complied with, excepting the following clause with respect to bulletins:

"Each of such carriers shall also require its agent or other employee in charge of tariffs at each point where complete public file is not kept to post from time to time in a public place in waiting-room or office a *brief bulletin notice* to the effect that rates from that station on *certain commodities* have been changed."

Attention is here directed to the fact that this bulletin notice has reference only to commodities and not passengers, and further that it is couched in *very* ambiguous language when it is made to apply to "certain commodities."

It is my belief, based upon many years of experience, that it is physically impossible to bulletin all changes in rates applying at or from all stations, and to require that it be done in some instances, or upon "certain commodities," and not upon all, would in itself be discriminatory, as there would be left to the judgment either of an agent or an employee in the general office the particular commodities to be bulletined from any particular station, and the effect would likely be either a total disregard of the ruling due to the uncertainty as to which commodities should be bulletined, and those which might be omitted, or if through error of judgment any particular commodity may be omitted from such bulletin notice, dissatisfaction and perhaps injury might result to a shipper of some article not so bulletined, as he would be relying upon such bulletins to provide him with necessary information respecting the changes in rates. And if all changes in rates are so bulletined the number in the stations would be so large as to defeat the object evidently in the mind of the framer of this portion of the rule, that such changes should be conspicuous.

The following extracts taken from the publication of Messrs. Lust and Merriam, who make a specialty of giving references to decisions of Interstate Commerce Commissions and the courts with respect to traffic matters, may prove of interest, as it would appear from these quotations that even though the carriers had failed to comply with the provisions of the Interstate Commerce Act, or the rules of the Commission, and tariffs were not on file at the station, that they are still valid, as the test with respect to validity would appear to rest upon the filing of the tariffs with the Commission, rather than the posting thereof at the stations:

"The posting of rates as required by Section 6 of the Act is not essential to make them legally operative and is required only as a means of affording special facilities to the public for ascertaining the rates actually in force. *K. C. S. Ry. v. Albers Comm. Co.*, 223 U. S. 573, 594; 32 Sup. Ct. 316, 56 L. Ed. 556.

A carrier filed an interstate rate with the Interstate Commerce Commission, but failed to post the same in a depot at the point of origin in question as required by Section 6 of the Interstate Commerce Act as amended June 29, 1906. Plaintiff shipper and the carrier's agent searched the tariff files of the depot for a possible increase in rates and the agent made further inquiries of the officers of the carrier. Plaintiff purchased grain in reliance on a ten-cent rate posted at the depot. The 13½ cent rate had in effect been previously filed with the Commission

and gone into effect, and plaintiff was compelled to pay same. Held, plaintiff could recover in an action in a State court for damages for the failure of the carrier to post his rate at the depot and his right so to recover was not defeated by the contention that to permit recovery would render nugatory the provisions of the Interstate Commerce Act requiring carriers to charge the schedules of rates. *I. C. R. R. vs. Henderson Elevator Co.*, 133 Ky. 220, 227, 127, S. W. 779.

The mere fact that an interstate carrier fails to post the schedule and tariff sheets at the depot does not necessarily render nugatory the rate promulgated and filed with the I. C. C. and deposited with the station agent. The provisions of the Interstate Commerce Act to the effect that the schedules and tariff sheets shall be published and posted in two conspicuous places in every depot is not a condition precedent to the establishment of the tariff rates; they are valid even though not posted. *Mire vs. St. L. & S. F. R. R. Co.*, 134 Mo. App. 379, 390; 114 S. W. 1052, 1056.

Posting is not prerequisite to the establishment of an interstate rate. *I. C. R. R. vs. Henderson Co.*, 226 U. S. 441.

"Where interstate rates are filed by the carrier with the Interstate Commerce Commission and copies mailed to the station agents the rate is lawfully in effect in spite of the failure of some of the local depot agents to post it as required by the Interstate Commerce Act, *L. & N. R. R. Co. vs. Allen* (Ky. 1913.) 153 S. W. 198, 199.

Respectfully submitted,

(Signed) GEORGE P. WILSON,  
Chief of the Bureau of Rates and Tariffs.

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POSTING OF TARIFFS OF INCREASED PASSENGER FARES—P. R. R.—  
P. & R. RY.—B. & O. R. R.

Harrisburg, Pa., December 31st, 1915.

To The Public Service Commission of the Commonwealth of Pennsylvania:

Gentlemen: The Secretary forwarded to me a copy of a letter from Counsel for Commuters' Association, alleging that the Pennsylvania Railroad Company, the Philadelphia & Reading Railroad Company and the Baltimore & Ohio Railroad Company had not complied with the order of the Commission of December 12th, 1914, in that they had failed to post the tariffs issued under the order of the Commission, one day in advance of the effective date, i. e., November 15th, 1914. Commuters' Association, allegeing that the Pennsylvania Railroad Company, the Philadelphia & Reading Railway Company and the Baltimore & Ohio Railroad Company had not complied with the order of the Commission of December 12th, 1914, in that they had failed to post the tariffs issued under the order of the Commission, one day in advance of the effective date, i. e., November 15th, 1914.

I personally called at the offices of the Pennsylvania Railroad Company, the Philadelphia & Reading Railway Company, and was informed that all of the tariffs covered by this order had been mailed to the agents in time to reach them not later than Monday, December 14th, and that, following their usual method, receipts had been obtained from them for all such tariffs and were then in their possession.

I then requested Inspector Murray to visit representative stations of the lines of the three roads in question to make a list of the tariffs found on such files and to check such memorandum against the receipts found in the offices of the

Pennsylvania Railroad Company, and the Philadelphia & Reading Railway Company, and his report clearly indicates that the carriers made every effort to comply with the law and the tariffs were actually discovered in the stations upon the occasion of the visit of the inspector, who has reason to believe that they were all there in ample time, and this has been verified by the receipts submitted for this inspection by the Pennsylvania Railroad and the Philadelphia & Reading Railway Companies.

As the receipts for tariffs filed by the Baltimore & Ohio Railroad Company are in the general office at Baltimore, he did not make any effort to check the receipts, but did visit the stations, and is satisfied that the tariffs were on file, and we are in receipt of a letter signed by Passenger Traffic Manager McCarty of the Baltimore & Ohio Railroad Company, dated December 30th, 1914, stating that such tariffs were forwarded to all agents not later than December 19th, 1914, and that that company holds receipt cards in acknowledgement thereof.

I am personally satisfied that the law has been complied with, and I believe that the complainants are under the impression that compliance with the law with respect to the posting of tariffs requires a literal physical attachment of tariffs to the wall and that they would not allege and do not allege that the tariffs were not in possession of the agents.

Respectfully submitted,

(Signed) GEORGE P. WILSON,  
Chief of Bureau.

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## SUPPLEMENT 4.

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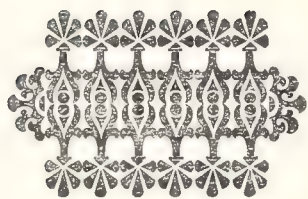
BUREAU OF RATES AND TARIFFS.

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STATEMENT OF PETITIONS TO ESTABLISH CHANGES IN TARIFFS  
UPON LESS THAN THIRTY DAYS' NOTICE, AND LIST OF  
COMPANIES BY WHOM FILED.

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STATEMENT OF PETITIONS TO ESTABLISH CHANGES IN  
TARIFFS UPON LESS THAN THIRTY DAYS' NOTICE AND  
LIST OF COMPANIES BY WHOM FILED.

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No. 171. July 1st, 1914. The Adams Express Company petitioned for authority to adopt the commodity rate as formerly issued by the United States Express Company over the lines of the Delaware, Lackawanna & Western Railroad and the Lehigh & New England Railroad.

The prayer of this petition was granted.

No. 172. July 1st, 1914. The Central Railroad Company of New Jersey petitioned for authority to suspend the effective date of spotting rates from July 1st, 1914, to October 29th, 1914.

The prayer of this petition was granted.

No. 173. July 1st, 1914. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to postpone the effective date of spotting rates from July 1st, 1914, to October 29th, 1914.

The prayer of this petition was granted.

No. 174. July 1st, 1914. The Lehigh Valley Railroad Company petitioned for authority to suspend the effective date of spotting rates from July 1st, 1914, to October 29th, 1914.

The prayer of this petition was granted.

No. 175. July 1st, 1914. The Cumberland Valley Railroad petitioned for authority to suspend spotting rates from July 1st, 1914 to October 29th, 1914.

The prayer of this petition was granted.

No. 176. July 1st, 1914. The Pittsburgh, Chartiers & Youghiogheny Railway Company petitioned for authority to suspend the effective date of spotting rates from July 1st, 1914 to October 29th, 1914.

The prayer of this petition was granted.

No. 177. July 1st, 1914. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company petitioned for authority to suspend the effective date of spotting rates from July 1st, 1914 to October 29th, 1914.

The prayer of this petition was granted.

No. 178. July 1st, 1914. The Pennsylvania Railroad Company petitioned for authority to suspend the effective date of spotting rates from July 1st, 1914 to October 29th, 1914.

The prayer of this petition was granted.

No. 179. July 1st, 1914. The Western Maryland Railway Company petitioned for authority to suspend the effective date of spotting rates from July 1st, 1914 to October 29th, 1914.

The prayer of this petition was granted.

No. 180. July 1st, 1914. The Erie Railroad Company petitioned for authority to suspend the effective date of spotting rates from July 1st, 1914 to October 29th, 1914.

The prayer of this petition was granted.

No. 181. July 1st, 1914. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to suspend the effective date of spotting rates from July 1st, 1914 to October 29th, 1914.

The prayer of this petition was granted.

No. 182. July 2nd, 1914. The Sharpsville Railroad Company petitioned for authority to suspend the effective date of spotting rates from July 1st, 1914 to October 29th, 1914.

The prayer of this petition was granted.

No. 183. July 2nd, 1914. The Susquehanna, Bloomsburg & Berwick Railroad Company petitioned for authority to suspend the effective date of spotting rates from July 1st, 1914 to October 29th, 1914.

The prayer of this petition was granted.

No. 184. July 2nd, 1914. The Erie Railroad Company petitioned for authority to suspend the effective date of spotting rates from July 1st, 1914 to October 29th, 1914.

The prayer of this petition was granted.

No. 185. July 2nd, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish a rate on fire brick and fire clay, carloads, from Beech Creek, Pa. to Mill Hall, Pa.

The prayer of this petition was granted.

No. 186. July 2nd, 1914. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to publish rates covering the movement of "The Arena Amusement and Zeidman & Pollie Shows Combined" from Connellsville, Pa. to McKees Rocks, Pa.

The prayer of this petition was granted.

No. 187. July 2nd, 1914. The Doylestown Electric Company petitioned for authority to publish a reissue of their schedule of commercial lighting and power rates to correct clerical error.

The prayer of this petition was granted.

No. 188. July 3rd, 1914. The Pennsylvania Railroad Company petitioned for authority to suspend the effective date of spotting rates from July 1st, 1914 to October 29th, 1914.

The prayer of this petition was granted.

No. 189. July 3rd, 1914. The Dunkirk, Allegheny Valley & Pittsburgh Railroad Company petitioned for authority to suspend the effective date of spotting rates from July 1st, 1914 to October 29th, 1914.

The prayer of this petition was granted.

No. 190. July 3rd, 1914. The Lake Shore & Michigan Southern Railway Company petitioned for authority to suspend the effective date of spotting rates from July 1st, 1914 to October 29th, 1914.

The prayer of this petition was granted.

No. 191. July 7th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish rates on Camp Equipage: horses and mules, carloads from Harrisburg to Indiana, Pa., account of National Guard of Pennsylvania.

The prayer of this petition was granted.

No. 192. July 8th, 1914. The Philadelphia & Reading Railway Company petitioned for authority to publish rates on camp equipage: horses and mules, from Harrisburg, Pa. to Indiana, Pa., account of National Guard of Pennsylvania.

The prayer of this petition was granted.

No. 193. July 7th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish a rate on building and paving brick, carloads, from Clearfield, Pa. and Krebs, Pa. to Cherry Tree, Pa.

The prayer of this petition was granted.

No. 194. July 7th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish a rate on lumber and forest products, from Furnace Run, Pa., to Lansford, Pa., via Newberry Junction, Pa. P. & R. Ry., Tamaqua, Pa., and L. & N. E. Railway delivery.

The prayer of this petition was granted.

No. 195. July 7th, 1914. The Philadelphia and Reading Railway Company petitioned for authority to publish a rate on fluxing stone or crude limestone, carload, from Annville, Brownstone, Hummelstown, Myerstown, Palmyra and Swatara, Pa. to Burnham, Pa.

The prayer of this petition was granted.

No. 196. July 8th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish rates on Culm from the washery of the Darkwater Coal Company, to the New Castle Colliery, Darkwater, Pa. for a distance of about 300 yards.

The prayer of this petition was granted.

No. 197. July 8th, 1914. The Philadelphia & Reading Railway Company petitioned for authority to publish rates on milk and cream, in cans, from Corsons, Pa., Cold Point, Pa. and Spring Mill, Pa. to Manayunk, Pa., and 22nd St., Philadelphia, Pa.

The prayer of this petition was granted.

No. 198. July 8th, 1914. The Adams Express Company petitioned for authority to publish a rate on milk and cream, in cans, between Dewart, Pa., Pittston, Pa., Scranton, Pa., and Wilkes-Barre, Pa.

The prayer of this petition was granted.

No. 199. July 8th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish a rate on mine caps, mine rails, mine props, and mine ties, carloads, from Patchen, Pa. to Colver, Pa. via Manver, Pa. and Cambria & Indiana Railroad delivery.

The prayer of this petition was granted.

No. 200. July 8th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish a rate on common brick, carloads, from Mill Hall, Pa. to Beech Creek, Pa.

The prayer of this petition was granted.

No. 201. July 8th, 1914. The Susquehanna & New York Railroad Company petitioned for authority to publish a rate on lumber, carloads, from Laquin, Pa. to Kane, Pa., P. R. R. delivery.

The prayer of this petition was granted.

No. 202. July 9th, 1914. The Philadelphia & Reading Railway Company petitioned for authority to publish rates on slush, carloads, from (Enterprise Colliery) to (Enterprise Mine) Excelsior, Pa.

The prayer of this petition was granted.

No. 203. July 9th, 1914. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish rates on camp equipage; horses and mules, carloads, between Indiana and all points on the B. R. & P. Railway in the State of Pennsylvania, account of National Guard of Pennsylvania.

The prayer of this petition was granted.

No. 204. July 9th, 1914. The Williamstown Gas Company petitioned for authority to publish gas rates for the boroughs of Williamstown and Lykens and the townships of Wiconisco and Williams, County of Dauphin, Pa.

The prayer of this petition was granted.



- No. 205. July 10th, 1914. The New York Central Hudson River Railroad Company petitioned for authority to publish rates on fire brick, carloads, from Clearfield, Pa. to Cherry Tree, Pa.

The prayer of this petition was granted.

- No. 206. July 15th, 1914. The Lehigh Navigation Electric Company petitioned for authority to publish wholesale electric rates to public service corporations in Carbon County.

The prayer of this petition was granted.

- No. 207. July 16th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish class rates to Palmerton, Pa. on Lehigh & New England Railroad delivery.

The prayer of this petition was granted.

- No. 208. July 16th, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to publish a rule governing the storage of freight at all points on the B. & O. Railroad, McKeesport, Pa., Moundsville, West Virginia, and points west thereof, which rule was to cancel the one now in effect.

The prayer of this petition was granted.

- No. 209. July 16th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish rates on brick and articles taking brick rates, carloads, from Mill Hall, Pa. to Pittston Junction, Pa. via N. Y. C. & H. Railway, Newberry Junction, Pa., Susquehanna & New York Railway, Towanda, Pa. and the Lehigh Valley Railroad delivery.

The prayer of this petition was granted.

- No. 219. July 17th, 1914. The Delaware & Hudson Company petitioned for authority to publish rates on camp equiage; horses and mules, carloads, from points on the line of the D. & H. Company, located in the state of Pennsylvania, to points on connection of the D. & H. Company, account of National Guard of Pennsylvania.

The prayer of this petition was granted.

- No. 211. July 17th, 1914. The Susquehanna & New York Railroad Company petitioned for authority to correct clerical error by reissuing P. S. C. Pa. tariffs, from which the concurring carrier, Raritan River Railroad Company was inadvertently omitted.

The prayer of this petition was granted.

- No. 212. July 17th, 1914. The Central Railroad Company of New Jersey petitioned for authority to correct typographical error by establishing rates on amesite and crushed stone to Shenandoah and St. Clair, from White Haven, Pa. etc.

The prayer of this petition was granted.

- No. 213. July 17th, 1914. The Lehigh Valley Railroad Company petitioned for authority to publish rates on sand and gravel, carloads, from Wyoanna, Pa. to Glen Lyon, Pa., Pennsylvania Railroad delivery.

The prayer of this petition was granted.

- No. 214. July 18th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish rates on lumber, carloads, from Patchen, Pa. to Clearfield, Pa.

The prayer of this petition was granted.

- No. 215. July 18th, 1914. The Western Maryland Railway Company petitioned for authority to publish rates on camp equipage; horses and mules, carloads, from points on the Western Maryland to all points on the Pennsylvania, account of National Guard of Pennsylvania.

The prayer of this petition was granted.

- No. 216. July 18th, 1914. The Erie Railroad Company petitioned for authority to publish a rate on the movement of Wheeler Bros. Greater Show, from Hawley, Pa. to Honesdale, Pa.  
The prayer of this petition was granted.
- No. 217. July 20th, 1914. The Cornwall & Lebanon Railroad Company petitioned for authority to publish party fares to apply locally between stations on the Cornwall and Lebanon Railroad.  
The prayer of this petition was granted.
- No. 218. July 20th, 1914. The Lehigh Valley Railroad Company petitioned for authority to publish a rate on camp equipage; horses and mules, carloads, from points on the Lehigh Valley Railroad to points in the State of Pennsylvania, account of the National Guard of Pennsylvania.  
The prayer of this petition was granted.
- No. 219. July 20th, 1914. The Cornwall & Lebanon Railroad Company petitioned for authority to publish rates on camp equipage; horses and mules, carloads, from points on the Cornwall & Lebanon Railroad to points in the State of Pennsylvania, account of National Guard of Pennsylvania.  
The prayer of this petition was granted.
- No. 220. July 21st, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish rates on brick and articles taking brick rates, carloads, from Bigler, Pa. to Morrisdale, Pa.  
The prayer of this petition was granted.
- No. 221. July 21st, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish rates on brick, building and paving, carloads, from Krebs, Pa. to Hawk Run, Pa.  
The prayer of this petition was granted.
- No. 222. July 21st, 1914. The Philadelphia & Reading Railway Company petitioned for authority to publish rates on cordwood, carloads, from Gladwyne, Pa. to Shainline, Pa.  
The prayer of this petition was granted.
- No. 223. July 15th, 1914. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish a rate on fire brick, fire clay, building and paving brick, in carloads, from Clearfield, Curwensville, and Widemire, Pa. to Kittanning, Mahoning and Friedenheim, Pa. via West Mosgrove and Pittsburgh, Shawmut & Northern Railroad delivery.  
The prayer of this petition was granted.
- No. 224. July 22nd, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish blanket supplement, adding the clause prescribed in General Order No. 7 for the application of rates at intermediate points and publication of rates applying thereunder on one day's notice.  
The prayer of this petition was granted.
- No. 225. July 23rd, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to publish rules and regulations governing the transportation of exhibits for county, district and State Fairs.  
The prayer of this petition was granted.
- No. 226. July 24th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish rates on pulpwood, in carloads, from Tombs, Furnace Run, Jersey Shore, Larrys Creek and Linden, Pa. to Lock Haven, Pa. via N. Y. C. & H. R. Railroad, Newberry Junction, Pa. and the Pennsylvania Railroad delivery.  
The prayer of this petition was granted.

No. 227. July 24th, 1914. The Lehigh Valley Railroad Company petitioned for authority to publish rates on crushed stone, in carloads, from Hendler, Pa. to Park Place, and intermediate points between Sibley Junction and Park Place, Pa.

The prayer of this petition was granted.

No. 228. July 24th, 1914. The Philadelphia & Reading Railway Company petitioned for authority to publish rate on coal ashes, cinder and refuse, carloads, from Chester, to Eddystone, Pa.

The prayer of this petition was granted.

No. 229. July 25th, 1914. The Western Maryland Railway Company petitioned for authority to correct clerical error by issuing a supplement containing concurrences which were previously omitted in error.

The prayer of this petition was granted.

No. 230. July 28th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on stone, crushed; ballast and screenings, from Naginey, Pa. to Millerstown, Pa.

The prayer of this petition was granted.

No. 231. July 30th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish rates on paving brick, in carloads, from Fairchance, and Dunbar, Pa. to Royal Coke Works, Pa. and Lincoln Mine, Pa.

The prayer of this petition was granted.

No. 232. July 30th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish rates on stone, crude or crushed, caloads, from Chickies, Bainbridge and Steelton, from Conewago, Pa. to stations on the Cornwall & Lebanon Railroad.

The prayer of this petition was granted.

No. 233. July 30th, 1914. The Pittsburgh, Westmoreland & Somerset Railroad Company petitioned for authority to publish passenger fares and excess baggage rates from Somerset, Pa. to points on the Pennsylvania Railroad.

The prayer of this petition was granted.

No. 234. July 30th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish a rate on brick and articles taking brick rates, carloads, from Orviston, Pa. to Youngdale, Pa.

The prayer of this petition was granted.

No. 235. July 30th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish rate on slag, carloads, from Swedeland, Pa. to Philadelphia stations.

The prayer of this petition was granted.

No. 236. July 31st, 1914. The Philadelphia & Reading Railway Company petitioned for authority to publish in the Exceptions to Official Classification of the Philadelphia & Reading Railway, ratings as applied to peaches, prepaid, in baskets with gauze netting tops, between all stations of the Philadelphia & Reading Railway and tributary lines and from points on these lines to all stations on the Central Railroad Company of New Jersey and Lehigh Valley Railroad.

The prayer of this petition was granted.

No. 237. August 1st, 1914. The Reading Transit & Light Company petitioned for authority to publish reduction in special car rates between various points on its line and the rules and regulations relating thereto.

The prayer of this petition was granted.



- No. 238. August 5th, 1914. The Central Railroad Company of New Jersey petitioned for authority to publish a switching rate on anthracite coal, at Upper Lehigh, Pa.

The prayer of this petition was granted.

- No. 239. August 5th, 1914. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish rates on materials of dismantled glass factory, from Butler, Pa. to Punxsutawney, Pa.

The prayer of this petition was granted.

- No. 240. August 5th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish rate on stone, crushed, in carloads, from Rumbaugh, Pa. to Brownsville, Pa. Pennsylvania Railroad delivery, and to all points on the Monongahela Railroad.

The prayer of this petition was granted.

- No. 241. August 5th, 1914. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to publish a rate governing the movement of Con. T. Kennedy Shows, from Connellsville, Pa. to Youngstown, Ohio.

The prayer of this petition was granted.

- No. 242. August 5th, 1914. The Philadelphia & Reading Railway Company petitioned for authority to publish rate on brick from Pine Grove, Pa. to Lehigh, Pa. via Quakake, Pa. and the Lehigh Valley Railroad delivery.

The prayer of this petition was granted.

- No. 243. August 5th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to correct clerical error, by publishing rates on mine timber, carloads, from Blackwell, Pa., Burke, Pa., and Tiadaghton, Pa. to points on the Pennsylvania Railroad.

The prayer of this petition was granted.

- No. 244. August 6th, 1914. The Cornwall & Lebanon Railroad Company petitioned for authority to publish a rate on a 54 trip monthly ticket to apply between Lebanon, Pa. and Lawn, Pa.

The prayer of this petition was granted.

- No. 245. August 7th, 1914. The Philadelphia & Reading Railway Company petitioned for authority to publish rate on stone (rough, crushed and building), carloads, from Wyndmoor, Pa. to Lansdale, Pa.

The prayer of this petition was granted.

- No. 246. August 7th, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to publish rate on crushed stone, carloads, from Ellwood City, Pa. to Option and Walker, Pa.

The prayer of this petition was granted.

- No. 247. August 8th, 1914. The Susquehanna & New York Railroad Company petitioned for authority to issue rates on chemical wood from various stations on the Susquehanna & New York Railroad to Laquin, Pa.

The prayer of this petition was granted.

- No. 248. August 10th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a cancellation of the rates for the fabrication of structural iron and steel while in transit, applicable on carload traffic originating at Johnstown, Pa. to be fabricated at Steelton, then to be reshipped to points in the Pittsburgh District.

The prayer of this petition was granted.

- No. 249. August 11th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to cancel all tariffs and supplements containing advanced rates which have been postponed to become effective Sept. 12th, 1914.

The prayer of this petition was granted.



- No. 250. August 13th, 1914. The Lehigh Valley Railroad Company petitioned for authority to cancel all tariffs and supplements containing advanced rates which have been postponed to become effective September 12th, 1914.

The prayer of this petition was granted.

- No. 251. August 11th, 1914. The Reading Transit & Light Company petitioned for authority to publish rates on crushed stone from Trooper and Pottstown, and Annville and Pleasant Hill, Pa. to various points on its line.

The prayer of this petition was granted.

- No. 252. August 12th, 1914. The Western Maryland Railway Company petitioned for authority to cancell all tariffs and supplements containing advanced rates which have been postponed to become effective September 12th, 1914.

The prayer of this petition was granted.

- No. 253. August 12th, 1914. The New York, Ontario & Western Railway Company petitioned for authority to cancel all tariffs and supplements containing advanced rates which have been postponed to become effective September 12th, 1914.

The prayer of this petition was granted.

- No. 254. August 12th, 1914. The Pittsburgh, Shawmut & Northern Railroad Company petitioned for authority to cancel all tariffs and supplements containing advanced rates which have been postponed to become effective September 12th, 1914.

The prayer of this petition was granted.

- No. 255. August 12th, 1914. The Williamstown Gas Company petitioned for authority to extend the rates and regulations as published in their effective tariffs to the Borough of Williamstown, Dauphin County, Pa.

The prayer of this petition was granted.

- No. 256. August 13th, 1914. The Susquehanna, Bloomsburg & Berwick Railroad Company petitioned for authority to cancel all tariffs and supplements containing advanced rates which have been postponed to become effective September 12th, 1914.

The prayer of this petition was granted.

- No. 257. August 13th, 1914. The Tionesta Valley Railroad Company petitioned for authority to cancel all tariffs and supplements containing advanced rates which have been postponed to become effective September 12th, 1914.

The prayer of this petition was granted.

- No. 258. August 13th, 1914. The Pennsylvania Railroad Company petitioned to publish rate on water, carloads, from County Home, and Youngwood, Pa. to Wyano, Pa.

The prayer of this petition was granted.

- No. 259. August 14th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish rate on brick, clay and clay products, carloads, from Dunbar, Pa., and Fairchance, Pa. to Fayette City, Pa. via Connellsville-West Side, Pa., for Pittsburgh & Lake Erie Railroad delivery.

The prayer of this petition was granted.

- No. 260. August 14th, 1914. The East Broad Top Railroad & Coal Company petitioned for authority to publish a rate on second hand building brick, carloads, Orbisonia, Pa. to Mt. Union, Pa.

The prayer of this petition was granted.

No. 261. August 14th, 1914. The Central Railroad Company of New Jersey petitioned for authority to correct the rate on anthracite coal, from Sugar Notch, Pa. to Coalport, Pa. to apply on shipments consigned to points beyond, via Canal delivery.

The prayer of this petition was granted.

No. 262. August 14th, 1914. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to publish a rate on anthracite (River) coal, carloads, from Beach Haven, Pa. to Berwick, Pa.

The prayer of this petition was granted.

No. 263. August 17th, 1914. The Pennsylvania Railroad Company petitioned for authority to cancel all tariffs and supplements containing advanced rates which have been postponed to become effective September 12th, 1914.

The prayer of this petition was granted.

No. 264. August 17th, 1914. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to cancel all tariffs and supplements containing advanced rates which have been postponed to become effective September 12th, 1914.

The prayer of this petition was granted.

No. 265. August 17th, 1914. The Philadelphia & Reading Railway Company petitioned for authority to cancel all tariffs and supplements containing advanced rates which have been postponed to become effective September 12th, 1914.

The prayer of this petition was granted.

No. 266. August 18th, 1914. The Delaware & Hudson Company petitioned for authority to cancel all tariffs and supplements containing advanced rates which have been postponed to become effective September 12th, 1914.

The prayer of this petition was granted.

No. 267. August 18th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish unlimited excursion fares between Windber, Pa., Scalp Level, Pa. and Cairnbrook, Pa.; Hillsboro, Pa., Miller Run, Pa. and Seanor, Pa.

The prayer of this petition was granted.

No. 268. August 18th, 1914. The Susquehanna & New York Railroad Company petitioned for authority to cancel all tariffs and supplements containing advanced rates which have been postponed to become effective September 12th, 1914.

The prayer of this petition was granted.

No. 269. August 19th, 1914. The Coudersport & Port Allegheny Railroad Company petitioned for authority to cancel all tariffs and supplements containing advanced rates which have been postponed to become effective September 12th, 1914.

The prayer of this petition was granted.

No. 270. August 19th, 1914. The Lehigh Valley Railroad Company petitioned for authority to publish a reduction to the minimum carload weight on fresh peaches.

The prayer of this petition was granted.

No. 271. August 20th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a cancellation on lumber from Wapwallopen, Pa. to Scranton, Pa., D. L. & W. delivery.

The prayer of this petition was granted.

- No. 272. August 20th, 1914. The Philadelphia & Reading Railway Company petitioned for authority to publish a rate on building, rough, crushed and amiesite stone from Paxtang, Pa. to Middletown, Pa.

The prayer of this petition was granted.

- No. 273. August 20th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to correct clerical error in the brick tariff connection with the Buffalo & Susquehanna Railroad Corporation by providing a route, therein "Via Ansonia, Pa." and the elimination of one of the duplicate rates on chimney and common brick from all stations specified therein, to Westfield, Pa.

The prayer of this petition was granted.

- No. 274. August 20th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on bituminous and cannel coal from Maple Ridge Mine, a new station on the Bens Creek Branch.

The prayer of this petition was granted.

- No. 275. August 20th, 1914. The Buffalo & Susquehanna Railway Company petitioned for authority to cancel all tariffs and supplements containing advance rates which have been postponed to become effective September 12th, 1914.

The prayer of this petition was granted.

- No. 276. August 20th, 1914. The New York & Pennsylvania Railway Company petitioned for authority to cancel all tariffs and supplements containing advanced rates which have been postponed to become effective September 12th, 1914.

The prayer of this petition was granted.

- No. 277. August 20th, 1914. The Cornwall & Lebanon Railroad Company petitioned for authority to publish rates on milk and cream between stations on the Cornwall & Lebanon Railroad.

The prayer of this petition was granted.

- No. 278. August 20th, 1914. The Ligonier Valley Railroad Company petitioned for authority to establish a rate on crushed stone, carloads, Longbridge, Pa. to Mt. Pleasant Coal & Coke Company Siding, Beatty Mines, Pa.

The prayer of this petition was granted.

- No. 279. August 20th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on ice, carloads, from Philadelphia Stations, Pa. to Bridgewater, Pa.

The prayer of this petition was granted.

- No. 280. August 21st, 1914. The Buffalo, Rochester & Pittsburgh Company petitioned for authority to cancel all tariffs and supplements containing advanced rates which have been postponed to become effective September 12th, 1914.

The prayer of this petition was granted.

- No. 281. August 24th, 1914. The Lake Erie, Franklin & Clarion Railroad Company petitioned for authority to publish rates on old lumber, carloads, from Mill Creek, Pa., to Clarion, Gordon, and Summerville, Pa.

The prayer of this petition was granted.

- No. 282. August 24th, 1914. The Ligonier Valley Railroad Company petitioned for authority to cancel all tariffs and supplements containing advanced rates which have been postponed to become effective September 12th, 1914.

The prayer of this petition was granted.



No. 283. August 25th, 1914. The Erie Railroad Company petitioned for authority to publish intra state Pennsylvania rates as were intended to be filed by Supplement 4 to P. S. C.-Pa. No. 39, which was filed on short notice with the Public Service Commission of Pennsylvania through clerical error.

The prayer of this petition was granted.

No. 284. August 25th, 1914. The Mt. Jewett, Kinzua & Riterville Railroad Company petitioned for authority to publish a rate on brick and clay products, from Kushequa, Pa. to Hazelhurst, Pa., via Smethport and Pittsburg, Shawmut & Northern Railroad delivery.

The prayer of this petition was granted.

No. 285. August 26th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish rates on crude fluxing limestone, carloads, from Union Furnace, Pa. and points adjacent thereto, and from stations Honey Creek to Naginey, Pa. inclusive, to Monessen, Pa., Pittsburgh & Lake Erie Railroad delivery.

The prayer of this petition was granted.

No. 286. August 27th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on crushed limestone, ballast and screenings in carloads, from Carlin, Pa. to Jerome, Pa. via Johnstown, Pa., Baltimore & Ohio Railroad delivery.

The prayer of this petition was granted.

No. 287. August 27th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on ice, in carloads, from Pittsburgh, Pa. to Altoona, Pa.

The prayer of this petition was granted.

No. 288. August 27th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish rates on crushed stone, ballast and screenings, in carloads, from Bellefonte, Pa. to Hepburnville, Pa., Canton, Pa. and Troy, Pa.

The prayer of this petition was granted.

No. 289. August 28th, 1914. The Pittsburgh, Shawmut & Northern Railroad Company petitioned for authority to publish a rate on clay, in carloads, from Kittanning, Pa. to Freidenheim, Pa.

The prayer of this petition was granted.

No. 290. August 28th, 1914. The Bessemer & Lake Erie Railroad Company petitioned for authority to publish a rate on furnace or foundry limestone from Harrisville, Wick, Branchton, Annandale & Kaylor, Pa. to Clairton, Pa., West Side Belt Railroad delivery.

The prayer of this petition was granted.

No. 291. September 2nd, 1914. The Philadelphia & Reading Railway Company petitioned for authority to publish rates on stone, rough, crushed and building, carloads, from Wyndmoor, Pa. to Walnut Hill, Churchville, Newtown, Pa.

The prayer of this petition was granted.

No. 292. September 2nd, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on bituminous coal, carloads, from Sandy Creek Group to James City, Pa., Kane & Elk Railroad delivery.

The prayer of this petition was granted.

No. 293. September 2nd, 1914. The Philadelphia & Reading Railway Company petitioned for authority to publish rates on ice, carloads, from Salford, Pa. to Barnitz, Boiling Springs, Gardners, Grantham, Rossmoyne, Lee Cross Roads and Longsdorf; to Lickdale and Suedburg, Pa.

The prayer of this petition was granted.



- No. 294. September 2nd, 1914. The Lehigh Valley Light and Power Company petitioned for authority to publish special electric lighting, heating and power rates to be supplied to exhibitors and others at the Lehigh County Agricultural Society's Annual Fair at Allentown, Pa.

The prayer of this petition was granted.

- No. 295. September 2nd, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on anthracite river coal, carloads, from the vicinity of Harrisburg Rolling Mills and Paxtang Electric Company, Harrisburg, Pa., to the Harrisburg Light, Heat & Power Company's plant at Harrisburg, Pa.

The prayer of this petition was granted.

- No. 296. September 2nd, 1914. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to cancel tariffs and supplements containing rates which had been postponed to September 12th, 1914.

The prayer of this petition was granted.

- No. 296. September 2nd, 1914. The Lake Shore & Michigan Southern Railway Company petitioned for authority to cancel tariffs and supplements containing advanced rates which had been postponed to September 12th, 1914.

The prayer of this petition was granted.

- No. 296. September 2nd, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to cancel tariffs and supplements containing advanced rates which had been postponed to September 12th, 1914.

The prayer of this petition was granted.

- No. 296. September 2nd, 1914. The Bessemer & Lake Erie Railroad Company petitioned for authority to cancel tariffs and supplements containing advanced rates which had been postponed to September 12th, 1914.

The prayer of this petition was granted.

- No. 296. September 2nd, 1914. The Erie Railroad Company (Line West) petitioned for authority to cancel tariffs and supplements containing advanced rates which had been postponed to September 12th, 1914.

The prayer of this petition was granted.

- No. 297. September 3rd, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on crushed stone, ballast and screenings, carloads, from West Winfield, Pa. to Apollo, Pa.

The prayer of this petition was granted.

- No. 298. September 5th, 1914. The Philadelphia & Reading Railway Company petitioned for authority to publish rates on rough, crushed and building stone from Wyndmoor, Pa. to Bethayers, Pa., to Langhorne, Pa., to Yardley, Pa.

The prayer of this petition was granted.

- No. 299. September 5th, 1914. The Allentown Steam Heating & Power Company petitioned for authority to publish rates for steam heating service at Allentown, Pa.

The prayer of this petition was granted.

- No. 300. September 5th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on coke, carloads, from Nellie Ovens, P. & L. E. Railroad to Scottdale, Pa., Pennsylvania Railroad delivery.

The prayer of this petition was granted.

- No. 301. September 9th, 1914. The Western Maryland Railway Company petitioned for authority to publish a cancellation of all passenger fares and baggage rates and regulations in connection with the East Berlin Railway Company.

The prayer of this petition was granted.

No. 302. September 9th, 1914. The Williamsport & North Branch Railroad Company petitioned for authority to publish a rate on wood ashes, carloads, from Sonestown to Ricketts and Ganoga Lake, via Satterfield, Lehigh Valley Railroad delivery.

The prayer of this petition was granted.

No. 303. September 9th, 1914. The Williamsport & North Branch Railroad Company petitioned for authority to publish a rate on fitch lumber from Satterfield to Sonestown, Pa.

The prayer of this petition was granted.

No. 304. September 9th, 1914. The Hanover Light, Heat & Power Company petitioned for authority to publish rates for electrical service at the Fair Grounds of the Hanover Agricultural Society, at Hanover, Pa.

The prayer of this petition was granted.

No. 305. September 10th, 1914. The Lehigh Valley Railroad Company petitioned for authority to publish rates on peaches from Orwigsburg, Pa. to Lykens, Pine Grove, Tremont, Tower City and Williamstown, Pa.

The prayer of this petition was granted.

No. 306. September 12th, 1914. The New York, Ontario & Western Railway Company petitioned for authority to publish rates on milk, cream, buttermilk and pot cheese from Lake Wood, Pa. to Olyphant, Pa.

The prayer of this petition was granted.

No. 307. September 12th, 1914. The New York, Ontario & Western Railway Company petitioned for authority to publish rates on ice, carloads, from Orson, Pa. to Poyntells, Pa.

The prayer of this petition was granted.

No. 308. September 12th, 1914. C. E. E. Childers petitioned for authority to postpone the effective date of his tariff publishing rates for the wasting of slag, ashes and other refuse materials, in carloads, from Sept. 15th, 1914, to January 13th, 1915.

The prayer of this petition was granted.

No. 308. September 12th, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to cancel supplement which provided for the cancellation of the tariff covering rates for the wasting of slag, ashes and other refuse materials, carloads, effective September 15th, 1914, thereby reestablishing the rates as published in the original tariff.

The prayer of this petition was granted.

No. 309. September 16th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish rates for the transfer of coal and coke from cars to vessels, through coal-handling machine at Erie, Pa.

The prayer of this petition was granted.

No. 310. September 16th, 1914. The Wellsboro Water Company petitioned for authority to publish a rate for the water service for the New York Central & Hudson River Railroad Company at Wellsboro, Pa.

The prayer of this petition was granted.

No. 311. September 16th, 1915. The Lehigh Valley Railroad Company petitioned for authority to correct typographical error in rate on sand and gravel in carloads, from Wyoanna to Buttonwood, Pa.

The prayer of this petition was granted.

No. 312. September 17th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on water, carloads, from County Home and Youngwood, Pa. to Wyano, Pa.

The prayer of this petition was granted.

- No. 313. September 18th, 1914. The Susquehanna & New York Railroad Company petitioned for authority to publish a rate on pulp wood, carloads, from Masten, Pa. to Austin, Pa., via Newberry Junction, Pa., New York Central & Hudson River Railroad, and Buffalo & Susquehanna Railroad Corporation delivery.

The prayer of this petition was granted.

- No. 314. September 18th, 1914. The Dunkirk, Allegheny Valley & Pittsburgh Railroad Company petitioned for authority to further postpone from September 29th, 1914 to March 29th, 1915 the rule governing the transportation of trunks and other rigid containers.

The prayer of this petition was granted.

- No. 314. September 18th, 1914. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to further postpone from September 29th, 1914 to March 29th, 1915 the rule governing the transportation of trunks and other rigid containers.

The prayer of this petition was granted.

- No. 314. September 18th, 1914. The Lake Shore & Michigan Southern Railway Company petitioned for authority to further postpone from September 29th, 1914 to March 29th, 1915 the rule governing the transportation of trunks and other rigid containers.

The prayer of this petition was granted.

- No. 315. September 18th, 1914. The Susquehanna & New York Railroad Company petitioned for authority to publish a rate on slabwood, carloads, from Laquin, Pa. to Austin, Pa. via Newberry Junction, Pa. N. Y. C. & H. R. R. A., and Buffalo & Susquehanna Railroad Corporation delivery.

The prayer of this petition was granted.

- No. 316. September 19th, 1914. The New York, Chicago & St. Louis Railroad Company petitioned for authority to further postpone from September 29th, 1914 to March 29th, 1915 the rule governing the transportation of trunks and other rigid containers.

The prayer of this petition was granted.

- No. 317. September 19th, 1914. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to publish rules and regulations for the transportation of explosives and other dangerous articles by freight.

The prayer of this petition was granted.

- No. 318. September 19th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on stone, crude or crushed, carloads, from Union Stone Company, Pa. to all stations on the Cornwall & Lebanon Railroad and Cornwall Railroad.

The prayer of this petition was granted.

- No. 319. September 31st, 1914. The Erie Railroad Company petitioned for authority to further postpone from September 29th, 1914 to March 29th, 1915 the rule governing the transportation of trunks and other rigid containers.

The prayer of this petition was granted.

- No. 320. September 22nd, 1914. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to further postpone from Sept. 29th, 1914 to March 29th, 1915, the rule governing the transportation of trunks and other rigid containers.

The prayer of this petition was granted.



No. 321. September 23rd, 1914. The City Transfer Company of Harrisburg, Pa. petitioned for authority to publish a rate on baggage between Harrisburg and Philadelphia, via the Pennsylvania Railroad and the Philadelphia & Reading Railway.

The prayer of this petition was granted.

No. 322. September 23rd, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to further postpone from September 29th, 1914 to March 29th, 1915 the rule governing the transportation of trunks and other rigid containers.

The prayer of this petition was granted.

No. 323. September 23rd, 1914. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish a rate on sand and gravel, carloads, from Pittsburgh, Pa. to Worthington, Pa.

The prayer of this petition was granted.

No. 324. September 23rd, 1914. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish a rate on sand and crushed stone, carloads, from Falls Creek, Pa. to Smethport and Clermont, Pa., via Dellwood, Pa. and Pittsburgh, Shawmut & Northern Railroad delivery.

The prayer of this petition was granted.

No. 325. September 23rd, 1914. The City Transfer Company of Harrisburg, Pa. petitioned for authority to publish a rate on baggage between Harrisburg and Reading, Pa., via the Pennsylvania Railroad and the Philadelphia & Reading Railway.

The prayer of this petition was granted.

No. 326. September 23rd, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on rough stone, carloads, from West Grove and Avondale, Pa. to Mt. Carmel, Pa., Pennsylvania Railroad.

The prayer of this petition was granted.

No. 327. September 23rd, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish a rate on paving brick, carloads, from Krebs, Pa. to Curwensville, Pa., via Clearfield, Pa. and B. R. & P. R. R. delivery.

The prayer of this petition was granted.

No. 328. September 23rd, 1914. The Bessemer & Lake Erie Railroad Company petitioned for authority to publish rates on mine timber, carloads, from Bessemer & Lake Erie Railroad to Montour Railroad.

The prayer of this petition was granted.

No. 329. September 24th, 1914. The East Broad Top Railroad Company petitioned for authority to publish a rate on water, carloads, from Orbisonia, Pa. to Woodvale, Pa. and intermediate points, including cost of water.

The prayer of this petition was granted.

No. 330. September 24th, 1914. The Cumberland Valley Railroad Company petitioned for authority to further postpone from September 29th, 1914 to March 29th, 1915 the rule governing the transportation of trunks and other rigid containers.

The prayer of this petition was granted.

No. 331. September 24th, 1914. The Central Railroad Company of New Jersey petitioned for authority to further postpone from September 29th, 1914 to March 29th, 1915 the rule governing the transportation of trunks and other rigid containers.

The prayer of this petition was granted.



No. 332. September 25th, 1914. The Delaware & Hudson Company petitioned for authority to further postpone from September 29th, 1914 to March 29th, 1915 the rule governing the transportation of trunks and other rigid containers.

The prayer of this petition was granted.

No. 333. September 25th, 1914. The New York, Ontario & Western Railroad Company petitioned for authority to further postpone from September 29th, 1914 to March 29th, 1915 the rule governing the transportation of trunks and other rigid containers.

The prayer of this petition was granted.

No. 334. September 25th, 1915. The Pennsylvania Railroad Company petitioned for authority to further postpone from September 29th, 1914 to March 29th, 1915, the rule governing the transportation of trunks and other rigid containers.

The prayer of this petition was granted.

No. 335. September 25th, 1914. The Philadelphia & Reading Railway Company petitioned for authority to further postpone from September 29th, 1914 to March 29th, 1915 the rule governing the transportation of trunks and other rigid containers.

The prayer of this petition was granted.

No. 336. September 25th, 1914. The Monongahela Railroad Company petitioned for authority to publish rules and regulations governing the transportation of explosives and other dangerous articles by freight.

The prayer of this petition was granted.

No. 337. September 25th, 1914. The Wabash Pittsburgh Terminal Railway Company petitioned for authority to re-establish rate on ashes, brickbats, flue dust, and other refuse material; on excavated material delivered to West Side Belt Railroad at Clariton, Pa. for the disposal by carriers. Also, to re-establish free wastage of slag, flue dust, clean ashes, refuse moulding sand at points on West Side Belt Railroad or the Wabash Terminal Railway.

The prayer of this petition was granted.

No. 338. September 25th, 1914. The Delaware & Hudson Company petitioned for authority to publish rules governing the sale and use of mileage tickets.

The prayer of this petition was granted.

No. 339. September 26th, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to further postpone from September 29th, 1914, to March 29th, 1915, the rule governing the transportation of trunks and other rigid containers.

The prayer of this petition was granted.

No. 340. September 29th, 1914. The Delaware & Hudson Company petitioned for authority to suspend the effective date of Car Demurrage Rules.

The prayer of this petition was granted.

No. 341. October 1st, 1914. The Philadelphia & Reading Railway Company petitioned for authority to publish a supplement to their Switching Absorption Tariff, under the caption "Philadelphia Belt Line Railroad" the following:

Pier 38, South, (Municipal Pier).

Pier 40, South, (Municipal Pier).

The prayer of this petition was granted.

No. 342. October 1st, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on anthracite coal screenings, from Erie, Pa. to Ford City, Tarentum and Creighton, Pa.

The prayer of this petition was granted.

- No. 343. October 2nd, 1914. The Philadelphia & Reading Railway Company petitioned for authority to publish changes in the regulations governing storage charges at Philadelphia.

The prayer of this petition was granted.

- No. 344. October 2nd, 1914. The Susquehanna & New York Railroad Company petitioned for authority to publish a supplement to provide for the acceptance over the Susquehanna & New York Railroad of New York Central & Hudson River 1,000 mile tickets sold prior to October 1st, 1914.

The prayer of this petition was granted.

- No. 345. October 2nd, 1914. The Mt. Jewett, Kinzua & Riterville Railroad Company petitioned for authority to publish a rate on brick and clay articles, carloads, from Kushequa, Pa., to St. Mary's, via Smethport and Pittsburgh, Shawmut & Northern Railroad delivery.

The prayer of this petition was granted.

- No. 346. October 9th, 1914. R. N. Collyer, Agent of the Official Classification Committee, petitioned for authority to publish changes in the Official Classification in regard to the specifications for clay or cement sewer pipe, fittings and drain tile.

The prayer of this petition was granted.

- No. 347. October 9th, 1914. R. N. Collyer, Agent for the Official Classification Committee, petitioned for authority to further suspend until May 5th, 1915, the effective date of the proposed Rulings of the Official Classification in regard to the definition of the term "nested."

The prayer of this petition was granted.

- No. 348. October 9th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish class rates from stations on the Pennsylvania Division of the New York Central & Hudson River Railroad Company to stations on the Central Railroad of Pennsylvania.

The prayer of this petition was granted.

- No. 349. October 9th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to correct clerical error by providing rates on building sand, carloads, from Linden, Pa., to Clearfield, Shawsville, Surveyor, Keating, Boardman, Carnwath, Madera, etc.

The prayer of this petition was granted.

- No. 350. October 9th, 1914. The Wellsboro Water Company petitioned for authority to publish a meter rate for water service for use of the New York Central & Hudson River Railroad Company at Wellsboro.

The prayer of this petition was granted.

- No. 351. October 9th, 1914. The Pittsburgh, Chartiers & Younghiogheny Railway Company petitioned for authority to publish rules and regulations governing the transportation of explosives and other dangerous articles by freight.

The prayer of the petition was granted.

- No. 352. October 14th, 1914. The Ligonier Valley Railroad Company petitioned for authority to publish a rate on crushed stone from Longbridge, Pa., to Jamison No. 2, Pa.

The prayer of this petition was granted.

- No. 353. October 14th, 1914. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish a rate on sand and gravel, carloads, from Pittsburgh, Pa., to Kittanning, Pa., via West Mosgrove and Pittsburgh, Shawmut & Northern Railroad.

The prayer of this petition was granted.

No. 354. October 24th, 1914. The Susquehanna, Bloomsburg & Berwick Railroad Company petitioned for authority to further suspend until April 29th, 1915, effective date of spotting rates.

The prayer of this petition was granted.

No. 354. October 26th, 1914. The Erie Railroad Company petitioned for authority to further suspend until April 29th, 1915, effective date of spotting rates.

The prayer of this petition was granted.

No. 354. October 22nd, 1914. The Erie Railroad Company petitioned for authority to further postpone until April 29th, 1915, effective date of spotting rates.

The prayer of this petition was granted.

No. 354. October 14th, 1914. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to further postpone until April 29th, 1915, effective date of spotting rates.

The prayer of this petition was granted.

No. 354. October 22nd, 1914. The Central Railroad Company of New Jersey petitioned for authority to further postpone until April 29th, 1915, effective date of spotting rates.

The prayer of this petition was granted.

No. 354. November 2nd, 1914. The Cumberland Valley Railroad Company petitioned for authority to further suspend until April 29th, 1915, effective date of spotting rates.

The prayer of this petition was granted.

No. 354. October 22nd, 1914. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to further postpone until April 29th, 1915, effective date of spotting rates.

The prayer of this petition was granted.

No. 354. October 14th, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to further suspend until April 29th, 1915, the effective date of spotting rates.

The prayer of this petition was granted.

No. 354. October 22nd, 1914. The Western Maryland Railway Company petitioned for authority to further postpone until April 29th, 1915, effective date of spotting rates.

The prayer of this petition was granted.

No. 354. October 14th, 1914. The Sharpsville Railroad Company petitioned for authority to further postpone until April 29th, 1915, effective date of spotting rates.

The prayer of this petition was granted.

No. 354. October 22nd, 1914. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to further postpone until April 29th, 1915, effective date of spotting rates.

The prayer of this petition was granted.

No. 354. October 30th, 1914. The Pittsburgh, Chartiers & Youghiogeny Railway Company petitioned for authority to further suspend until April 29th, 1915, effective date of spotting rates.

The prayer of this petition was granted.

No. 354. October 14th, 1914. The Philadelphia & Reading Railway Company petitioned for authority to further postpone until April 29th, 1915, effective date of spotting rates.

The prayer of this petition was granted.



No. 354. October 15th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to further suspend until April 29th, 1915, effective date of spotting rates.

The prayer of this petition was granted.

No. 354. October 22nd, 1914. The Lehigh Valley Railroad Company petitioned for authority to further postpone until April 29th, 1915, effective date of spotting rates.

The prayer of this petition was granted.

No. 354. October 31st, 1914. The Pennsylvania Company petitioned for authority to further postpone spotting rates until April 29th, 1915.

The prayer of this petition was granted.

No. 354. October 22nd, 1914. The Pennsylvania Railroad Company petitioned for authority to further postpone spotting rates until April 29th, 1915.

The prayer of this petition was granted.

No. 354. October 26th, 1914. The Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company petitioned for authority to further suspend spotting rates until April 29th, 1915.

The prayer of this petition was granted.

No. 355. October 15th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish supplement to tariffs covering rates on clay products from points on the Pennsylvania and connecting lines to delivering points within the State of Pennsylvania, which rates shall provide for the elimination of rates on silica brick.

The prayer of this petition was granted.

No. 356. October 20th, 1914. The Pittsburgh, Shawmut & Northern Railway Company petitioned for authority to publish a rate on clay products, carloads, from Kittanning to West Mosgrove, Pa.

The prayer of this petition was granted.

No. 357. October 20th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish regulation providing for the use of the New York Central Railroad Company 1,000 mile books over lines where New York Central trains are operated over Pennsylvania Railroads tracks.

The prayer of this petition was granted.

No. 358. October 22nd, 1914. The Pennsylvania Railroad Company petitioned for authority to correct clerical error by changing class rates applying on the Allegheny Division to other stations on the Pennsylvania Railroad within the State of Pennsylvania.

The prayer of this petition was granted.

No. 359. October 22nd, 1914. The Pennsylvania Railroad Company petitioned for authority to correct clerical error in Supplement No. 18 to G. O. P. S. C. Pa. No. 61.

The prayer of this petition was granted.

No. 360. October 19th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to correct clerical error in P. S. C. Pa. No. 816.

The prayer of this petition was granted.

No. 361. October 22nd, 1914. The Pennsylvania Railroad Company petitioned for authority to correct clerical error in Supplement No. 13 to tariff KK-P. S. C.-Pa. No. 60.

The prayer of this petition was granted.



No. 362. October 22nd, 1914. The Wilkes-Barre & Eastern Railroad Company petitioned for authority to publish a rate on crushed stone, sand and cement, carloads, from Junction L. V. R. R., (near Jermyn Breaker No. 1) to Jermyn Breaker No. 2.

The prayer of this petition was granted.

No. 363. October 22nd, 1914. The Pennsylvania Railroad Company petitioned for authority to correct clerical error in Supplement No. 6 to Tariff G. O.-P. S. C. Pa. No. 680.

The prayer of this petition was granted.

No. 364. October 22nd, 1914. The Pennsylvania Railroad Company petitioned for authority to correct clerical errors on Supplement No. 15 to G. O.-P. S. C. Pa. No. 133.

The prayer of this petition was granted.

No. 365. October 22nd, 1914. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to correct typographical error in Supplement No. 9 to P. S. C. Pa. No. 67.

The prayer of this petition was granted.

No. 366. October 22nd, 1914. The Lehigh Valley Railroad Company petitioned for authority to publish rate on crushed stone, carloads, from Coxton, Pa., to Port Bowkley, Plainsville, Port Blanchard, and Port Griffith, L. V. R. R. delivery.

The prayer of this petition was granted.

No. 367. October 22nd, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to publish a revision of the rules governing the charges for the disinfecting of stock cars.

The prayer of this petition was granted.

No. 368. October 22nd, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on anthracite river coal from the siding of the York Haven Water & Power Company, in York Haven, Pa., to the siding of the York Haven Paper Company, York Haven, Pa.

The prayer of this petition was granted.

No. 369. October 24th, 1914. The Pennsylvania Railroad petitioned for authority to correct clerical error to Supplement No. 11 to G. O. P. S. C. Pa. No. 258.

The prayer of this petition was granted.

No. 370. October 24th, 1914. The Pennsylvania Railroad Company petitioned for authority to correct clerical error in G. O. P. S. C. Pa. No. 744.

The prayer of this petition was granted.

No. 371. October 26th, 1914. The Sheffield & Tionesta Railway Company petitioned for authority to cancel the half fare provision in reference to "Clerical Tickets."

The prayer of this petition was granted.

No. 372. October 26th, 1914. The Pennsylvania Railroad Company petitioned for authority to correct clerical error in Supplement No. 1 to G. O.-P. S. C. Pa. No. 219.

The prayer of this petition was granted.

No. 373. October 28th, 1914. The Delaware & Hudson Company petitioned for authority to correct clerical error in P. S. C. Pa. No. 166.

The prayer of this petition was granted.

No. 374. October 29th, 1914. The Erie Railroad Company petitioned for authority to postpone until January 29th, 1915, the effective date of demurrage charges on refrigerating equipment.

The prayer of this petition was granted.

No. 374. October 31st, 1914. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to postpone until January 29th, 1915, the effective date of demurrage charges on refrigerating equipment.

The prayer of this petition was granted.

No. 374. October 30th, 1914. The Delaware & Hudson Company petitioned for authority to postpone until January 29th, 1915, the effective date of demurrage charges on refrigerating equipment.

The prayer of this petition was granted.

No. 374. November 2nd, 1914. The Cumberland Valley Railroad Company petitioned for authority to postpone until January 29th, 1915, the effective date of demurrage charges on refrigerating equipment.

The prayer of this petition was granted.

No. 374. October 28th, 1914. The Central Railroad Company of New Jersey petitioned for authority to postpone until January 29th, 1915, the effective date of demurrage charges on refrigerating equipment.

The prayer of this petition was granted.

No. 374. November 14th, 1914. The Buffalo & Susquehanna Railway Company petitioned for authority to postpone until January 29th, 1915, the effective date of demurrage charges on refrigerating equipment.

The prayer of this petition was granted.

No. 374. November 19th, 1914. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to postpone until January 29th, 1915, the effective date of demurrage charges on refrigerating equipment.

The prayer of this petition was granted.

No. 374. October 29th, 1914. The Philadelphia & Reading Railway Company petitioned for authority to postpone until January 29th, 1915, the effective date of demurrage charges on refrigerating equipment.

The prayer of this petition was granted.

No. 374. October 29th, 1914. The Pennsylvania Railroad Company petitioned for authority to postpone until January 29th, 1915, the effective date of demurrage charges on refrigerating equipment.

The prayer of this petition was granted.

No. 374. October 29th, 1914. The Lehigh Valley Railroad Company petitioned for authority to postpone until January 29th, 1915, the effective date of demurrage charges on refrigerating equipment.

The prayer of this petition was granted.

No. 374. November 25th, 1914. The Lehigh & New England Railroad Company petitioned for authority to postpone until January 29th, 1915, the effective date of demurrage charges on refrigerating equipment.

The prayer of this petition was granted.

No. 374. October 29th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to postpone until January 29th, 1915, the effective date of demurrage charges on refrigerating equipment.

The prayer of this petition was granted.

No. 375. October 31st, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a switching rate on excavated material, carloads, between sidings of American Window Glass Company of Jeanette, Pa.

The prayer of this petition was granted.

No. 376. October 30th, 1914. The Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in G. O.-P. S. C.-Pa. No. 775, and Supplement No. 35 to G. O.-P. S. C.-Pa. No. 1.

The prayer of this petition was granted.

- No. 377. October 31st, 1914. The Pennsylvania Railroad Company petitioned for authority to correct typographical error as published in G. O.-P. S. C.-Pa. No. 756.

The prayer of this petition was granted.

- No. 378. October 31st, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on water, carloads, from Latrobe, Pa., to Bolivar, Pa.

The prayer of this petition was granted.

- No. 379. November 6th, 1914. The Philadelphia & Reading Railway Company petitioned for authority to publish a rate on stone, (building, crushed, rough and amiesite), from Paxtang, Pa., to Middletown, Pa.

The prayer of this petition was granted.

- No. 380. November 6th, 1914. The Philadelphia & Reading Railway Company petitioned for authority to publish rate on iron ore, carloads, from Boyertown to Coatesville, Pa.

The prayer of this petition was granted.

- No. 381. November 6th, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to publish a supplement amending rates, rules and regulations governing the disinfection of stock cars which have been used for the transportation of diseased live stock.

The prayer of this petition was granted.

- No. 382. November 10th, 1914. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to correct clerical error in P. S. C. Pa. No. 305.

The prayer of this petition was granted.

- No. 383. November 10th, 1914. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to correct clerical error in P. S. C. Pa. No. 622.

The prayer of this petition was granted.

- No. 384. November 10th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a supplement eliminating Larabee, Pa., as an interchange point between the Pennsylvania Railroad and the Pittsburgh, Shawmut & Northern Railroad.

The prayer of this petition was granted.

- No. 385. November 10th, 1914. The Lehigh Valley Railroad Company petitioned for authority to publish joint commodity rates in connection with the Lehigh & New England Railroad at Catasauqua, for delivery on the tracks of what was formerly known as the Crane Railroad.

The prayer of this petition was granted.

- No. 386. November 10th, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to correct clerical error in Supplement No. 22 to P. S. C. Pa. No. 191.

The prayer of this petition was granted.

- No. 387. November 10th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish rates on rough stone, carloads, from Stone Quarry, Pa., to Phillipston, East Brady, Wood Hill and Rockland, Pa.

The prayer of this petition was granted.

- No. 388. November 10th, 1914. The Delaware & Hudson Company petitioned for authority to reissue P. S. C. Pa. No. 36, rejected by the Interstate Commerce Commission.

The prayer of this petition was granted.



- No. 389. November 13th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on purple ore, carloads, Philadelphia, Pa., to Morrellville, Pa.

The prayer of this petition was granted.

- No. 390. November 11th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on import manure salts, carloads, from Philadelphia, Pa., to York, Pa.

The prayer of this petition was granted.

- No. 391. November 11th, 1914. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to correct clerical error in rate on acid in tank cars, carloads, Newhall, Pa., to Bridgeville, Pa., in P. S. C. Pa. No. 303.

The prayer of this petition was granted.

- No. 392. November 11th, 1914. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to correct clerical error in P. S. C. Pa. No. 303.

The prayer of this petition was granted.

- No. 393. November 11th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on lumber, carloads, from Canton, Pa., to Elkland, Pa., via Sinnemahoning and Buffalo & Susquehanna Railroad delivery.

The prayer of this petition was granted.

- No. 394. November 16th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on refuse material, carloads, from Jeanette, Pa., to Derry, Pa.

The prayer of this petition was granted.

- No. 395. November 13th, 1914. The Pennsylvania Railroad Company petitioned for authority to correct clerical error by reissuing GO-P. S. C. Pa. No. 790.

The prayer of this petition was granted.

- No. 396. November 13th, 1914. The Pennsylvania Railroad Company petitioned for authority to correct clerical and typographical errors in EE-P. S. C. Pa. No. 75.

The prayer of this petition was granted.

- No. 397. November 13th, 1914. The Pennsylvania Railroad Company petitioned for authority to reissue supplement to EE-P. S. C. Pa. No. 6 which was rejected by the Commission.

The prayer of this petition was granted.

- No. 398. November 18th, 1914. The Pennsylvania Railroad Company petitioned for authority to correct clerical errors in Supplement No. 11 to GO-P. S. C. Pa. No. 258.

The prayer of this petition was granted.

- No. 399. November 20th, 1914. The Pennsylvania Railroad Company petitioned for authority to reissue GO-P. S. C. Pa. No. 795, tariff of ferry car charges.

The prayer of this petition was granted.

- No. 399. November 24th, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to reissue P. S. C. Pa. No. 545, tariff of ferry car charges.

The prayer of this petition was granted.

- No. 399. November 20th, 1914. The Delaware & Hudson Company petitioned for authority to reissue P. S. C. Pa. No. 173, tariff of ferry car charges.

The prayer of this petition was granted.



No. 399. November 19th, 1914. The Erie Railroad Company—Lines East—petitioned for authority to reissue P. S. C. Pa. No. 369, tariff of ferry car charges.

The prayer of this petition was granted.

No. 399. November 18th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to reissue P. S. C. Pa. No. 825, tariff of ferry car charges.

The prayer of this petition was granted.

No. 399. November 24th, 1914. The New York, Ontario & Western Railway Company petitioned for authority to reissue P. S. C. Pa. No. 203, tariff of ferry car charges.

The prayer of this petition was granted.

No. 400. December 4th, 1914. The Erie Railroad Company petitioned for authority to suspend until further notice the collection of demurrage charges on shipments of livestock, hay, straw and animal products.

The prayer of this petition was granted.

No. 400. November 20th, 1914. Delaware, Lackawanna & Western Railroad Company petitioned for authority to suspend until further notice the collection of demurrage charges on shipments of live stock, hay, straw and animal products.

The prayer of this petition was granted.

No. 400. December 11th, 1914. The Lehigh Valley Railroad Company petitioned for authority to suspend until further notice the collection of demurrage charges on shipments of live stock, hay, straw and animal products.

The prayer of this petition was granted.

No. 401. November 20th, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to publish a tariff restoring the rates on hard wall plaster in effect prior to the five per cent. increase in Central Freight Association territory.

The prayer of this petition was granted.

No. 402. November 20th, 1914. The Cornwall & Lebanon Railroad Company petitioned for authority to publish rates on milk and milk products from points on the Cornwall & Lebanon Railroad to Philadelphia.

The prayer of this petition was granted.

No. 403. November 20th, 1914. The Lehigh Valley Railroad Company petitioned for authority to publish rate on crushed stone, carloads, from Coxton and Wyonna to West Nanticoke, Pa.

The prayer of this petition was granted.

No. 404. November 20th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to correct clerical error in Supplement No. 18 to P. S. C. Pa. No. 123.

The prayer of this petition was granted.

No. 405. November 20th, 1914. The New York, Chicago & St. Louis Railroad Company petitioned for authority to publish a supplement restoring rules governing refrigeration services which were in effect prior to the effective date of P. S. C. Pa. No. 106.

The prayer of this petition was granted.

No. 405. November 23rd, 1914. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to publish a supplement restoring rules governing refrigeration services which were in effect prior to the effective date of Supplement No. 19 to P. S. C. Pa. No. 6.

The prayer of this petition was granted.

- No. 406. November 20th, 1914. The Buffalo & Susquehanna Railway Company petitioned for authority to publish a supplement providing car demurrage charges on refrigerator equipment.  
The prayer of this petition was granted.
- No. 407. November 23rd, 1914. The Pennsylvania Railroad Company petitioned for authority to correct clerical error in Supplement No. 1 to G. O. P. S. C. Pa. No. 746.  
The prayer of this petition was granted.
- No. 408. November 27th, 1914. The Erie Railroad Company—Line East—petitioned for authority to suspend until March 31st, 1915, the effective date of ferry car charges.  
The prayer of this petition was granted.
- No. 408. December 3rd, 1914. The Erie Railroad Company—Lines West—petitioned for authority to suspend until March 31st, 1915, the effective date of ferry car charges.  
The prayer of this petition was granted.
- No. 408. November 25th, 1914. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of ferry car charges.  
The prayer of this petition was granted.
- No. 408. January 27th, 1915. The Delaware & Hudson Company petitioned for authority to suspend until March 31st, 1915, the effective date of ferry car charges.  
The prayer of this petition was granted.
- No. 408. December 12th, 1914. The Cornwall & Lebanon Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of ferry car charges.  
The prayer of this petition was granted.
- No. 408. November 30th, 1914. The Central Railroad Company of New Jersey petitioned for authority to suspend until March 31st, 1915, the effective date of ferry car charges.  
The prayer of this petition was granted.
- No. 408. November 30th, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of ferry car charges.  
The prayer of this petition was granted.
- No. 408. December 1st, 1914. The Buffalo, Rochester & Pittsburgh Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of ferry car charges.  
The prayer of this petition was granted.
- No. 408. December 2nd, 1914. The Western Maryland Railway Company petitioned for authority to suspend until March 31st, 1915, the effective date of ferry car charges.  
The prayer of this petition was granted.
- No. 408. November 28th, 1914. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to correct clerical error in Supplement No. 1 to P. S. C. Pa., No. 319 and to suspend until March 31st, 1915, the effective date of ferry car charges.  
The prayer of this petition was granted.
- No. 408. November 25th, 1914. The Philadelphia & Reading Railway Company petitioned for authority to suspend until March 31st, 1915, the effective date of ferry car charges.  
The prayer of this petition was granted.

No. 408. November 27th, 1914. The Pennsylvania Lines West of Pittsburgh petitioned for authority to suspend until March 31st, 1915, the effective date of ferry car charges.

The prayer of this petition was granted.

No. 408. November 25th, 1914. The Pennsylvania Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of ferry car charges.

The prayer of this petition was granted.

No. 408. December 2nd, 1914. The New York, Ontario & Western Railway Company petitioned for authority to suspend until March 31st, 1915, the effective date of ferry car charges.

The prayer of this petition was granted.

No. 408. November 28th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of ferry car charges.

The prayer of this petition was granted.

No. 408. November 28th, 1914. The Lehigh & New England Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of ferry car charges.

The prayer of this petition was granted.

No. 408. November 27th, 1914. The Lehigh Valley Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of ferry car charges.

The prayer of this petition was granted.

No. 409. November 24th, 1914. The Mountain Gas Company petitioned for authority to publish rates for natural gas for the use of other gas companies.

The prayer of this petition was granted.

No. 410. November 25th, 1914. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to correct clerical error in P. S. C. Pa. No. 319.

The prayer of this petition was granted.

No. 411. November 27th, 1914. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to publish a tariff containing rules and regulations governing ferry car service at Pittsburgh and points west thereof.

The prayer of this petition was granted.

No. 412. November 27th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on water in tank cars from Derry, Pa., to Wyano, Pa.

The prayer of this petition was granted.

No. 413. November 30th, 1914. The Western Maryland Railway Company petitioned for authority to correct clerical error in P. S. C. Pa. No. 60.

The prayer of this petition was granted.

No. 414. November 30th, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to correct clerical errors in P. S. C. Pa. No. 530.

The prayer of this petition was granted.

No. 415. November 30th, 1914. The Pennsylvania Railroad Company petitioned for authority to correct typographical errors in Supplement No. 45 to JJ-P. S. C. Pa. No. 1.

The prayer of this petition was granted.



No. 416. December 4th, 1914. The Wabash Pittsburgh Terminal Railway petitioned for authority to publish a rate of 2½¢ per mile on Central Passenger Association Interchangeable 1,000 mile exchange orders and tickets.

The prayer of this petition was granted.

No. 416. December 4th, 1914. F. C. Donald, Agent, petitioned for authority to publish supplement providing for the addition of the Wabash Pittsburgh Terminal Railway to the carriers shown as users of Central Passenger Association mileage exchange orders and tickets.

The prayer of this petition was granted.

No. 417. December 9th, 1914. The Erie Railroad Company—Lines West—petitioned for authority to suspend until March 31st, 1915, the effective date of advanced rates on grain and grain products.

The prayer of this petition was granted.

No. 417. December 7th, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of advanced rates on grain and grain products.

The prayer of this petition was granted.

No. 417. December 19th, 1914. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of advanced rates on grain and grain products.

The prayer of this petition was granted.

No. 417. December 4th, 1914. The Pennsylvania Lines West of Pittsburgh petitioned for authority to suspend until March 31st, 1915, the effective date of advanced rates on grain and grain products.

The prayer of this petition was granted.

No. 417. December 7th, 1914. The Lake Shore & Michigan Southern Railway Company petitioned for authority to suspend until March 31st, 1915, the effective date on advanced rates on grain and grain products.

The prayer of this petition was granted.

No. 417. The New York, Chicago & St. Louis Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of advanced rates on grain and grain products.

The prayer of this petition was granted.

No. 418. December 1st, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish a rate on hollow building brick, carloads, from Clymer, Pa., to Colver, Pa., via Manver, Pa., and Cambria & Indiana Railroad.

The prayer of this petition was granted.

No. 419. December 3rd, 1914. The Lehigh Valley Railroad Company petitioned for authority to publish rates governing the transportation of mill-work issued in lieu of P. S. C. Pa. No. K-1299, rejected by the Commission.

The prayer of this petition was granted.

No. 420. December 3rd, 1914. The Lehigh Valley Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of advanced rates covering the stoppage of cars in transit.

The prayer of this petition was granted.

No. 420. December 3rd, 1914. The Erie Railroad Company (Lines East) petitioned for authority to suspend until March 31st, 1915, the effective date of advanced rates covering the stoppage of cars in transit.

The prayer of this petition was granted.



- No. 420. December 9th, 1914. The Erie Railroad Company (Lines West) petitioned for authority to suspend until March 31st, 1915, the effective date of advanced rates covering the stoppage of cars in transit.

The prayer of this petition was granted.

- No. 420. December 3rd, 1914. The Central Railroad Company of New Jersey petitioned for authority to suspend until March 31st, 1915, the effective date of advanced rates covering the stoppage of cars in transit.

The prayer of this petition was granted.

- No. 420. December 8th, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of advanced rates covering the stoppage of cars in transit.

The prayer of this petition was granted.

- No. 420. December 9th, 1914. The Pittsburgh, Shawmut & Northern Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of advanced rates covering the stoppage of cars in transit.

The prayer of this petition was granted.

- No. 420. December 3rd, 1914. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of advanced rates covering the stoppage of cars in transit.

The prayer of this petition was granted.

- No. 420. December 7th, 1914. The Pennsylvania Lines West of Pittsburgh petitioned for authority to suspend until March 31st, 1915, the effective date of advanced rates covering the stoppage of cars in transit.

The prayer of this petition was granted.

- No. 420. December 2nd, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of advanced rates covering the stoppage of cars in transit.

The prayer of this petition was granted.

- No. 420. December 7th, 1914. The Lake Shore & Michigan Southern Railway Company petitioned for authority to suspend until March 31st, 1915, the effective date of advanced rates covering the stoppage of cars in transit.

The prayer of this petition was granted.

- No. 420. December 7th, 1914. The Central Freight Association petitioned for authority to suspend until March 31st, 1915, the effective date of advanced rates covering the stoppage of cars in transit.

The prayer of this petition was granted.

- No. 421. December 9th, 1914. The Erie Railroad Company (Lines West) petitioned for authority to suspend until March 31st, 1915, the effective date of advanced ratings on brine in wooden tank cars.

The prayer of this petition was granted.

- No. 421. December 2nd, 1914. The Central Railroad Company of New Jersey petitioned for authority to suspend until March 31st, 1915, the effective date of advanced ratings on brine in wooden tank cars.

The prayer of this petition was granted.

- No. 421. December 3rd, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of advanced ratings on brine in wooden tank cars.

The prayer of this petition was granted.

- No. 421. December 7th, 1914. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to suspend until March 31st, 1915, the effective date of advanced ratings on brine in wooden tank cars.

The prayer of this petition was granted.

- No. 422. December 4th, 1914. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to correct clerical error in P. S. C. Pa. No. 597.  
The prayer of this petition was granted.
- No. 423. December 8th, 1914. The Bessemer & Lake Erie Railroad Company petitioned for authority to correct clerical error in P. S. C. Pa., No. 98.  
The prayer of this petition was granted.
- No. 424. December 9th, 1914. The Williamsport & North Branch Railroad Company petitioned for authority to publish a rate on logs, carloads, from Bernice Junction, Pa. to Dushore, Pa., via Satterfield and Lehigh Valley Railroad delivery.  
The prayer of this petition was granted.
- No. 425. December 9th, 1914. The Official Railway Equipment Register petitioned for authority to publish car capacities and dimensions tariff.  
The prayer of this petition was granted.
- No. 426. December 9th, 1914. The Ligonier Valley Railroad Company petitioned for authority to publish a rule governing the acceptance of milk and cream shipments from non-agency stations.  
The prayer of this petition was granted.
- No. 427. December 10th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish a tariff containing rules governing demurrage charges.  
The prayer of this petition was granted.
- No. 427. December 29th, 1914. The Philadelphia & Reading Railroad Company petitioned for authority to publish a tariff containing rules governing demurrage charges.  
The prayer of this petition was granted.
- No. 427. December 23rd, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a tariff containing rules governing demurrage charges.  
The prayer of this petition was granted.
- No. 427. December 26th, 1914. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish a tariff containing rules governing demurrage charges.  
The prayer of this petition was granted.
- No. 427. December 11th, 1914. The Central Railroad Company of New Jersey petitioned for authority to publish a tariff containing rules governing demurrage charges.  
The prayer of this petition was granted.
- No. 427. December 31st, 1914. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to publish a tariff containing rules governing demurrage charges.  
The prayer of this petition was granted.
- No. 427. December 21st, 1914. The Delaware & Hudson Company petitioned for authority to publish a tariff containing rules governing demurrage charges.  
The prayer of this petition was granted.
- No. 427. December 31st, 1914. The Erie Railroad Company (Lines East) petitioned for authority to publish a tariff containing rules governing demurrage charges.  
The prayer of this petition was granted.

No. 428. December 10th, 1914. The Lehigh Valley Railroad Company petitioned for authority to publish a tariff of charges for baggage of excess value.

The prayer of this petition was granted.

No. 428. December 15th, 1914. The New York, Ontario & Western Railway Company petitioned for authority to publish a tariff of charges for baggage of excess value.

The prayer of this petition was granted.

No. 428. December 21st, 1914. The New York, Chicago & St. Louis Railroad Company petitioned for authority to publish a tariff of charges for baggage of excess value.

The prayer of this petition was granted.

No. 428. December 22nd, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to publish a tariff of charges for baggage of excess value.

The prayer of this petition was granted.

No. 428. December 19th, 1914. The Lake Shore & Michigan Southern Railway Company, Pittsburgh & Lake Erie Railroad Company and Dunkirk, Allegheny Valley & Pittsburgh Railroad Company petitioned for authority to publish a tariff of charges for baggage of excess value.

The prayer of this petition was granted.

No. 428. December 21st, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a tariff of charges for baggage of excess value.

The prayer of this petition was granted.

No. 428. December 21st, 1914. The Western Maryland Railway Company petitioned for authority to publish a tariff of charges for baggage of excess value.

The prayer of this petition was granted.

No. 428. December 15th, 1914. The Bessemer & Lake Erie Railroad Company petitioned for authority to publish a tariff of charges for baggage of excess value.

The prayer of this petition was granted.

No. 428. December 31st, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to publish a tariff of charges for baggage of excess value.

The prayer of this petition was granted.

No. 428. December 10th, 1914. The Central Railroad Company of New Jersey petitioned for authority to publish a tariff of charges for baggage of excess value.

The prayer of this petition was granted.

No. 428. December 22nd, 1914. The Cumberland Valley Railroad Company petitioned for authority to publish a tariff of charges for baggage of excess value.

The prayer of this petition was granted.

No. 428. December 21st, 1914. The Delaware & Hudson Company petitioned for authority to publish a tariff of charges for baggage of excess value.

The prayer of this petition was granted.

No. 429. December 16th, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a rate on ice, carloads, Canton, Pa., to Cowley, Pa.

The prayer of this petition was granted.



- No. 430. December 21st, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of advanced ratings on grain.  
The prayer of this petition was granted.
- No. 430. December 21st, 1914. The Central Freight Association petitioned for authority to suspend until March 31st, 1915, the effective date of advanced ratings on grain.  
The prayer of this petition was granted.
- No. 430. December 16th, 1914. The New York Central & Hudson River Railroad Company petitioned for authority to suspend until March 31st, 1915, the effective date of advanced ratings on grain.  
The prayer of this petition was granted.
- No. 431. December 17th, 1914. The Pennsylvania Railroad Company petitioned for authority to correct clerical error by re-establishing a rate for lumber and other forest products, carloads, from Emporium, Clermont, Falls Creek, Pa. to Eastbrook and Stoneboro, Pa., inclusive.  
The prayer of this petition was granted.
- No. 432. December 19th, 1914. The Lehigh Valley Railroad Company petitioned for authority to publish a rate on unprepared or run-of-mine coal from Jeddo No. 4 Colliery to Highland No. 5 Colliery.  
The prayer of this petition was granted.
- No. 433. December 21st, 1914. The Central Freight Association, Eugene Morris, Agent, petitioned for authority to suspend until April 15th, 1915, the effective date of advanced rates on meats and packing house products.  
The prayer of this petition was granted.
- No. 433. December 21st, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to suspend until April 15th, 1915, advanced rates on meats and packing house products.  
The prayer of this petition was granted.
- No. 434. December 19th, 1914. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish a rate on slack coal, carloads, from Helvetia Mines, Sykes, Elenora Mines, Adrian Mines, Hamilton Coal Company, etc., to Ribold Junction, Ellwood City, West Pittsburgh, New Castle Junction and New Castle, etc.  
The prayer of this petition was granted.
- No. 435. December 19th, 1914. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish a rate per movement of dinkey or mine engine, on own wheels, under steam, from Adrian Mines, Pa., to Iselin, Pa., and from Walston Mines, Pa., to Ernest, Pa.  
The prayer of this petition was granted.
- No. 436. December 19th, 1914. The Jamestown Water Company petitioned for authority to advance the effective date of its tariff to January 1st, 1915.  
The prayer of this petition was granted.
- No. 437. December 19th, 1914. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to publish an amendment of regulations governing the issuance of through checks on tickets, mileage books or mileage tickets and passes.  
The prayer of this petition was granted.
- No. 438. December 21st, 1914. The Pennsylvania Railroad Company petitioned for authority to publish a local passenger tariff of fares for miners' strip tickets between Shamokin and Fulton, Hickory Ridge, Locust Gap Junction and Sagon Junction.  
The prayer of this petition was granted.



No. 439. December 23rd, 1914. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to suspend until April 20th, 1915, the effective date of advanced rates on ice, carloads, from points on the Delaware, Lackawanna & Western Railroad to points on the Central Railroad of New Jersey.

The prayer of this petition was granted.

No. 440. December 22nd, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to reissue Supplement No. 17 to P. S. C. Pa. No. 197 and reestablish the rates which were previously in effect on grain and grain products.

The prayer of this petition was granted.

No. 440. December 22nd, 1914. The Pennsylvania Lines west of Pittsburg petitioned for authority to postpone until March 31, 1915, the effective dates of advanced ratings on grain, and to postpone until April 15, 1915, the effective dates of advanced rates and ratings on live stock, dressed meats, provisions and packing house products.

The prayer of this petition was granted.

No. 441. December 23rd, 1914. The Lehigh Valley Railroad Company petitioned for authority to publish commutation fares to Bethlehem Steel Proving Grounds, to establish 46 trip monthly school ticket fares.

The prayer of this petition was granted.

No. 442. December 24th, 1914. The Baltimore & Ohio Railroad Company petitioned for authority to amend the rules governing the minimum carload rate to be applied to cars of marked capacity of 40,000 pounds.

The prayer of this petition was granted.

No. 443. December 29th, 1914. The Erie Railroad Company petitioned for authority to publish supplements to eliminate, effective February 1st, 1915, the furnishing of or the allowance for bulkheads when placed in cars loaded with freight in bulk.

The prayer of this petition was granted.

No. 444. December 29th, 1914. The Philadelphia & Reading Railway Company petitioned for authority to correct clerical error in Supplement No. 3 to P. S. C. Pa. X-No. 881.

The prayer of this petition was granted.

No. 445. December 29th, 1914. The New York, Ontario & Western Railroad Company petitioned for authority to suspend the effective date of the rules governing transportation of inflammable liquids in tank cars.

The prayer of this petition was granted.

No. 446. December 31st, 1914. The Pennsylvania Railroad Company petitioned for authority to continue in effect the rates on marketing as published on page 22 of B. B. P. S. C. Pa. No. 172.

The prayer of this petition was granted.

No. 447. January 2nd, 1915. The Philadelphia & Reading Railway Company petitioned for authority to postpone until March 31st, 1915, the changes in rates on marble and granite appearing in Supplement 40 to P. S. C. Pa. No. X-483 and X-914.

The prayer of this petition was granted.

No. 448. December 31st, 1914. The New York Central Railroad (L. E.) Company petitioned for authority to amend the rules governing the checking on composite transportation.

The prayer of this petition was granted.

No. 449. January 9th, 1915. C. E. E. Childers, Agent, petitioned for authority to postpone until July 13th, 1915, advanced rates for the wasting of slag, ashes and other refuse materials, carloads.

The prayer of this petition was granted.

No. 450. January 9th, 1915. The Delaware & Hudson Company petitioned for authority to publish a rate on ice, carloads, from Waymart (Keenes Switch), Pa. to Farview, Pa.

The prayer of this petition was granted.

No. 451. January 9th, 1915. The Delaware and Hudson Company petitioned for authority to correct clerical error by re-issuing P. S. C. Pa. No. 186.

The prayer of this petition was granted.

No. 452. January 11th, 1915. The Pennsylvania Railroad Company petitioned for authority to republish the same rate that was formally in effect from Apollo, Pa., to West Apollo, Pa.

The prayer of this petition was granted.

No. 453. January 11th, 1915. The Erie Railroad Company (Lines East) petitioned for authority to suspend the effective date of the cancellation of rates in connection with Sheffield and Tionesta Railway, Tionesta Valley Railway and the Susquehanna and New York Railroad until April 1st, 1915.

The prayer of this petition was granted.

No. 454. January 11th, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to correct clerical error in P. S. C. Pa. No. 344.

The prayer of this petition was granted.

No. 455. January 12th, 1915. R. N. Collyer, Agent for the Official Classification Committee, petitioned for authority to postpone until March 1st, 1915, the effective date of rulings governing the marking of packages.

The prayer of this petition was granted.

No. 456. January 12th, 1915. The Cumberland Valley Railroad Company petitioned for authority to cancel Rule 7 of P. S. C. Pa. No. 109, and re-establish Rule 7 as formerly contained in P. S. C. Pa. No. 98.

The prayer of this petition was granted.

No. 457. January 12th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to correct clerical error in Supplement No. 7 to P. S. C. Pa. No. 218.

The prayer of this petition was granted.

No. 458. January 15th, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish a rate for the movement of electric portable substation car between various stations in Indiana County.

The prayer of this petition was granted.

No. 459. January 15th, 1915. The Pennsylvania Railroad Company petitioned for authority to correct typographical error as shown in G. O. P. S. C. Pa. No. 833.

The prayer of this petition was granted.

No. 460. January 15th, 1915. The Official Railway Equipment Register and Publication Company petitioned for authority to publish "Car Capacities and Dimensions Tariff," effective February 1st, 1915.

The prayer of this petition was granted.

No. 461. January 28th, 1915. The Lehigh Valley Railroad Company petitioned for authority to publish rates on unprepared or run-of-mine coal, carloads, from Jeddo No. 4 Colliery to Highland No. 2 Colliery.

The prayer of this petition was granted.

No. 462. January 20th, 1915. The Erie Railroad Company (Lines West) petitioned for authority to readjust the rates published to points east of the western terminal of the eastern trunk lines, so that they all may be based on a general increase of 5 per cent.

The prayer of this petition was granted.

- No. 463. January 22nd, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to change advanced rates and ratings on grain products and grain, and restore those that were previously in effect in the original issue of P. S. C. Pa. No. 520.

The prayer of this petition was granted.

- No. 464. January 23rd, 1915. The Official Railway Equipment Register and Publication Company petitioned for authority to publish the car capacities and dimension tariff, effective March 1st, 1915.

The prayer of this petition was granted.

- No. 465. January 27th, 1915. The Pittsburgh, Harmony, Butler & New Castle Railway Company petitioned for authority to publish reduced rates on commutation between New Castle and adjacent territory.

The prayer of this petition was granted.

- No. 466. January 27th, 1915. The Pennsylvania Railroad Company petitioned for authority to correct typographical error in G. O.-P. S. C.-Pa. No. 877.

The prayer of this petition was granted.

- No. 467. January 27th, 1915. The Erie Railroad Company (Lines West) petitioned for authority to cancel advanced ratings on condensed and evaporated milk, as shown in Supplement 17 to P. S. C. Pa. No. 46.

The prayer of this petition was granted.

- No. 468. January 28th, 1915. The Pennsylvania Railroad Company petitioned for authority to add corn, not shelled, to list of grain and grain products, to list of articles on which grain rates apply.

The prayer of this petition was granted.

- No. 469. January 29th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to correct clerical error in P. S. C. Pa. No. 955.

The prayer of this petition was granted.

- No. 470. January 28th, 1915. The Delaware & Hudson Company petitioned for authority to publish a supplement containing changes in Section B of Rule 7 of the car demurrage tariff.

The prayer of this petition was granted.

- No. 471. January 28th, 1915. The Pennsylvania Company (Lines West of Pittsburgh) petitioned for authority to correct clerical error as published in P. C. C. & St. L. Tariff, P. S. C. Pa. No. P.-110.

The prayer of this petition was granted.

- No. 472. January 29th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to correct clerical error in P. S. C. Pa. No. X-325.

The prayer of this petition was granted.

- No. 473. January 29th, 1915. The New York Central Railroad Company petitioned for authority to correct clerical error in Supplement No. 19 to N. Y. C. Tariff, P. S. C.-Pa. No. 143.

The prayer of this petition was granted.

- No. 474. January 29th, 1915. The Central Railroad Company of New Jersey petitioned for authority to correct clerical error in P. S. C. Pa. No. 921.

The prayer of this petition was granted.

- No. 475. January 29th, 1915. The Pennsylvania Railroad Company petitioned for authority to correct clerical error in G. O.-P. S. C.-Pa. No. 1016.

The prayer of this petition was granted.

- No. 476. January 29th, 1915. The Pennsylvania Railroad Company petitioned for authority to correct clerical error in G. O.-P. S. C. Pa. No. 812.

The prayer of this petition was granted.



- No. 477. January 29th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 616.
- The prayer of this petition was granted.
- No. 478. January 29th, 1915. The Central Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 1162.
- The prayer of this petition was granted.
- No. 479. January 29th, 1915. The New York, Ontario & Western Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 264.
- The prayer of this petition was granted.
- No. 480. February 4th, 1915. The Western New York & Penna. Traction Company petitioned for authority to file with this Commission, Official Classification Supplement No. 8 of No. 42, the same bearing Western New York Traction Company Supplement No. 6 to P. S. C. Pa. No. 13, on less than statutory notice.
- The prayer of this petition was granted.
- No. 481. February 4th, 1915. The Erie Railroad Company (Line East) petitioned for authority to postpone until May 1st, 1915, the effective date of advances of the Rules governing allowances for grain doors and bulk-heads.
- The prayer of this petition was granted.
- No. 481. February 4th, 1915. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to postpone until May 1st, 1915, the effective date of advances of the Rules governing allowances for grain doors and bulk-heads.
- The prayer of this petition was granted.
- No. 482. February 4th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish rates on milk and cream, in cans, from Allentown, Pa. to Philadelphia, Pa.
- The prayer of this petition was granted.
- No. 483. February 4th, 1915. The Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in G. O.-P. S. C.-Pa. No. 872.
- The prayer of this petition was granted.
- No. 484. February 5th, 1915. The Western Maryland Railway Company petitioned for authority to add to List of Mines, a new mine, named "Statler Mine," located at Meyersdale, Pa.
- The prayer of this petition was granted.
- No. 485. February 5th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. X-1123.
- The prayer of this petition was granted.
- No. 486. February 5th, 1915. The Central Railroad Company of New Jersey petitioned for authority to correct clerical error as published in P. S. C.-Pa. Nos. 1048 and 1226.
- The prayer of this petition was granted.
- No. 487. February 5th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. X-1110.
- The prayer of this petition was granted.



No. 488. February 5th, 1915. The Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in E. E.-P. S. C.-Pa. No. 89.

The prayer of this petition was granted.

No. 489. February 6th, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 622.

The prayer of this petition was granted.

No. 490. February 8th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. X-1143.

The prayer of this petition was granted.

No. 491. February 8th, 1915. The New York Central Railroad Company petitioned for authority to correct clerical error as published in N. Y. C. P. S. C. Pa. No. 2.

The prayer of this petition was granted.

No. 492. February 8th, 1915. The Lehigh Navigation Electric Company petitioned for authority to correct clerical error as published in Supplement No. 5 to P. S. C. Pa. No. 1.

The prayer of this petition was granted.

No. 493. February 8th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. X-1197.

The prayer of this petition was granted.

No. 494. February 9th, 1915. The Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in G. O. P. S. C. Pa. No. 1127.

The prayer of this petition was granted.

No. 495. February 10th, 1915. The Central Railroad Company of New Jersey petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 1004.

The prayer of this petition was granted.

No. 496. February 10th, 1915. The Montour Railroad Company petitioned for authority to publish a rate on bituminous coal, carloads, from mines on newly constructed extension of Montour R. R. to stations on Union Railroad.

The prayer of this petition was granted.

No. 497. February 10th, 1915. The Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in G. O.-P. S. C. Pa. No. 1179.

The prayer of this petition was granted.

No. 498. February 10th, 1915. The Lehigh Valley Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. K-1626.

The prayer of this petition was granted.

No. 499. February 12th, 1915. The Susquehanna & New York Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 488.

The prayer of this petition was granted.

No. 500. February 17th, 1915. The Central District Telephone Company petitioned for authority to publish rates for new Central Office District, Homer City, Indiana County, Pa.

The prayer of this petition was granted.

No. 501. February 18th, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to correct clerical error as published in Supplement No. 1 to P. S. C. Pa. No. 178.

The prayer of this petition was granted.

No. 502. February 18th, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to correct clerical error as published in Supplement No. 7 to P. S. C.-Pa. No. 171.

The prayer of this petition was granted.

No. 503. February 18th, 1915. The New York, Ontario & Western Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 211.

The prayer of this petition was granted.

No. 504. February 18th, 1915. The Lehigh Valley Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. K-1684.

The prayer of this petition was granted.

No. 505. February 19th, 1915. The Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in G. O. P. S. C. Pa. No. 1005.

The prayer of this petition was granted.

No. 506. February 19th, 1915. The Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in KK- P. S. C. Pa. No. 215.

The prayer of this petition was granted.

No. 507. February 19th, 1915. The Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in C. & C.-P. S. C. Pa. No. 327.

The prayer of this petition was granted.

No. 508. February 19th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. X-956.

The prayer of this petition was granted.

No. 509. February 19th, 1915, The Philadelphia and Reading Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 1014.

The prayer of this petition was granted.

No. 510. February 19th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. X-1094.

The prayer of this petition was granted.

No. 511. February 19th, 1915. The Philadelphia and Reading Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. X-986.

The prayer of this petition was granted.

No. 512. February 19th, 1915. The Philadelphia and Reading Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. X-1105.

The prayer of this petition was granted.

No. 513. February 19th, 1915. The Susquehanna & New York Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 431.

The prayer of this petition was granted.

- No. 514. February 19th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. X-1138.

The prayer of this petition was granted.

- No. 515. February 19th, 1915. The Western Maryland Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 340.

The prayer of this petition was granted.

- No. 516. February 19th, 1915. The New York Central Railroad Company petitioned for authority to publish a rate on slabwood and edgings, carloads, from Tiadaghton, Pa., to Austin, Pa., via Ansonia, Pa., and B. & S. Ry. delivery.

The prayer of this petition was granted.

- No. 517. February 19th, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 694.

The prayer of this petition was granted.

- No. 518. February 19th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to correct clerical error as published in Supplement No. 9 to P. S. C. Pa. No. X-366.

The prayer of this petition was granted.

- No. 519. February 19th, 1915. The Pennsylvania Railroad Company petitioned for authority to reissue tariff, covering rates on Ex-Lake Iron Ore, carloads, from Erie, Pa. to stations on the Pennsylvania R. R., eliminating the provision for the assessment of charge 15 cents per gross ton for handling over the Pennsylvania Company's Dock, at Erie.

The prayer of this petition was granted.

- No. 520. February 19th, 1915. The Erie Railroad Company (Lines West) petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 175.

The prayer of this petition was granted.

- No. 521. February 20th, 1915. The Western Maryland Railway Company petitioned for authority to correct clerical error as published in Supplement No. 8 to P. S. C.-Pa. No. 33.

The prayer of this petition was granted.

- No. 522. February 20th, 1915. The Central Railroad Company of New Jersey petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 1298.

The prayer of this petition was granted.

- No. 523. February 23rd, 1915. The Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in JJ-P. S. C.-Pa. No. 336.

The prayer of this petition was granted.

- No. 524. February 25th, 1915. The Official Railway Equipment Register and Publication Company petitioned for authority to publish a reissue of the Car Capacity and Dimensions Tariff (The Official Railway Equipment Register).

The prayer of this petition was granted.

- No. 525. February 25th, 1915. The Lehigh Valley Railroad Company petitioned for authority to publish rates on condemned coal, carloads, moved between breakers in the Lehigh and Wyoming Regions.

The prayer of this petition was granted.

No. 526. February 26th, 1915. The New York Central Railroad Company (Lines East) petitioned for authority to publish a rate on mine lagging, rails, ties, props and caps, carloads from Furnace Run, Pa., to Kingston and Pittston, Pa., via Newberry Junction, Pa., S. & N. Y. Rwy., Towanda, Pa., and the Lehigh Valley R. R. delivery, and also to Pittston, via Newberry Junction, Pa., P. & R. Ry., Quakake, Pa. and the L. V. R. R. Delivery.

The prayer of this petition was granted.

No. 527. February 25th, 1915. The New York Central Railroad Company (Lines East) petitioned for authority to publish a rate on lumber and forest products from Furnace Run, Pa. to Glen Rock, Pa., via Newberry Junction, Pa., and Pennsylvania R. R. delivery.

The prayer of this petition was granted.

No. 528. February 18th, 1915. The Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in G. O.-P. S. C. Pa. No. 930.

The prayer of this petition was granted.

No. 529. February 26th, 1915. The Lehigh and New England Railroad Company petitioned for authority to correct clerical error as published in Supplement No. 9 to P. S. C.-Pa. No. 15.

The prayer of this petition was granted.

No. 530. March 3rd, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to correct clerical error as published in Supplement No. 1 to P. S. C. Pa. No. 259.

The prayer of this petition was granted.

No. 531. March 3rd, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a rate on scrap lumber, from Wilmerding and Pitcairn, Pa. to McKeesport, Pa.

The prayer of this petition was granted.

No. 532. March 3rd, 1915. The Northwestern Pennsylvania Railway Company petitioned for authority to publish a rate on strip one-way ticket valid for passage between any two points on city lines of the above named Company in the City of Meadville.

The prayer of this petition was granted.

No. 533. March 3rd, 1915. The New York Central Railroad Company petitioned for authority to publish a rate on mine lumber, carloads, from Furnace Run, Pa. to Rohrsersville, Pa., via Newberry Junction, Pa., and P. & R. Rwy. delivery.

The prayer of this petition was granted.

No. 534. March 4th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish a rate on manure, carloads, from Erie Ave., Phila. to Bristol, Pa., via Belmont and the Pennsylvania R. R. delivery.

The prayer of this petition was granted.

No. 535. March 4th, 1915. The Lehigh Valley Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. K-1616.

The prayer of this petition was granted.

No. 536. March 4th, 1915. The Lehigh Valley Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. K-1654.

The prayer of this petition was granted.



- No. 537. March 5th, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish a rate on chemical wood, carloads, from Falls Creek to Hallton, Pa., via Carman, Pa. and P. S. & N. R. R. delivery.

The prayer of this petition was granted.

- No. 538. March 5th, 1915. The Chartiers Telephone Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 15.

The prayer of this petition was granted.

- No. 539. March 5th, 1915. The New York Central Railroad Company petitioned for authority to correct clerical error as published in supplemental numbering to P. S. C. Pa., No. 49 (L. S. & M. S. Series) and P. S. C. Pa. No. 28 (D. A. V. & P. Series).

The prayer of this petition was granted.

- No. 540. March 6th, 1915. The Ironton Railroad Company petitioned for authority to publish a rate on iron ore, carloads, from Balliets, Pa. to Allentown, Pa. and to Parryville, Pa. via Hokendauqua, Pa. and Central Railroad Company of New Jersey delivery.

The prayer of this petition was granted.

- No. 541. March 6th, 1915. The Philadelphia Suburban Gas & Electric Company petitioned for authority to change Schedule "B" and "I" of P. S. C. Pa. No. 2, containing meter rates for Commercial Lighting and Power Service respectively.

The prayer of this petition was granted.

- No. 542. March 9th, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 638.

The prayer of this petition was granted.

- No. 543. March 9th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to cancel advanced rates on meats and packing house products.

The prayer of this petition was granted.

- No. 543. March 9th, 1915. The Central Freight Assn., E. Morris, Agent, petitioned for authority to,— same as above.

The prayer of this petition was granted.

- No. 544. March 10th, 1915. The Central Railroad Company of New Jersey petitioned for authority to correct clerical error as published in Supplement No. 9 to P. S. C. Pa. No. 208.

The prayer of this petition was granted.

- No. 545. March 10th, 1915. The Pittsburgh, Shawmut & Northern Railroad Company petitioned for authority to publish a rate on building brick, carloads, from Friedenheim, Pa. to West Liberty, Pa., via West Mosgrove, Pa., B. R. & P. Ry., Butler, Pa., B. & L. E. R. R., Mifflin Junction and West Side Belt Railway delivery.

The prayer of this petition was granted.

- No. 546. March 12th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to correct clerical error as published in P. S. C.-Pa. No. X-1002.

The prayer of this petition was granted.

- No. 547. March 12th, 1915. The Pittsburgh, Chicago, Cincinnati & St. Louis Railway Company petitioned for authority to cancel advance rates on fresh meats and packing house products, carloads.

The prayer of this petition was granted.

No. 548. March 12th, 1915. The Pennsylvania Company petitioned for authority to cancel advanced rates on fresh meats and packing house products, carloads.

The prayer of this petition was granted.

No. 549. March 12th, 1915. The Pennsylvania Lines West of Pittsburgh petitioned for authority to cancel advanced rates on fresh meats and packing house products, carloads.

The prayer of this petition was granted.

No. 550. March 13th, 1915. The Central Freight Assn. petitioned for authority to suspend rates and ratings, revised, on livestock, meats, and packing house products.

The prayer of this petition was granted.

No. 550. March 13th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to suspend until July 13th, 1915, advanced rates on livestock, dressed meats, and packing house products.

The prayer of this petition was granted.

No. 550. March 13th, 1915. The New York, Chicago & St. Louis Railroad Company petitioned for authority to suspend until July 13th, 1915, advanced rates on livestock, meats and packing house products.

The prayer of this petition was granted.

No. 551. March 15th, 1915. The New York, Chicago & St. Louis Railroad Company petitioned for authority to cancel advanced rates on livestock, meats and packing house products.

The prayer of this petition was granted.

No. 552. March 13th, 1915. The Erie Railroad Company (Lines West) petitioned for authority to cancel advanced rates on livestock and packing house products.

The prayer of this petition was granted.

No. 553. March 17th, 1915. The Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in G. O. P. S. C. Pa. No. 1085.

The prayer of this petition was granted.

No. 554. March 17th, 1915. The Official Classification Committee, R. N. Collyer, Agent, petitioned for authority to suspend effective date of advanced ratings until July 18th, 1915.

The prayer of this petition was granted.

No. 554. March 29th, 1915. The West Chester, Kennett & Wilmington Electric Company petitioned for authority to postpone the effective date of such advanced ratings as contained in Supplement No. 9 to Official Classification No. 42, until July 18th, 1915.

The prayer of this petition was granted.

No. 555. March 17th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish rates on anthracite coal originating at Dark Water Colliery, on the Pennsylvania Railroad.

The prayer of this petition was granted.

No. 556. March 17th, 1915. The New York, Ontario & Western Railway Company petitioned for authority to publish a rate on milk products, from Pleasant Mount, Pa. to Peckville, Pa.

The prayer of this petition was granted.

No. 557. March 17th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish the supplement, adding corn, not shelled, to the special list of grain and grain products.

The prayer of this petition was granted.

- No. 558. March 17th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a rate on garbage refuse from Lancaster, Pa. to Spring City, Pa.

The prayer of this petition was granted.

- No. 559. March 17th, 1915. The New York Central Railroad Company (L. E.) petitioned for authority to increase the maximum absorption of switching charges at Clearfield, Pa. in connection with the Pennsylvania Railroad.

The prayer of this petition was granted.

- No. 560. March 18th, 1915. The Pittsburgh, Harmony, Butler & New Castle Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. F-3.

The prayer of this petition was granted.

- No. 561. March 19th, 1915. The Delaware, Lackawanna & Western Railroad Company petitioned of authority to cancel the postponed items in regard to "trunks or other rigid containers which have two bulging sides, etc.," and to substitute therefor the rule which is now in effect.

The prayer of this petition was granted.

- No. 561. March 23rd, 1915. The Delaware & Hudson Company petitioned for authority to cancel the postponed items in regard to "trunks and other rigid containers which have two bulging sides, etc.," and to substitute therefor the rule which is now in effect.

The prayer of this petition was granted.

- No. 561. March 23rd, 1915. The Cumberland Valley Railroad Company petitioned for authority to cancel the postponed items in regard to "trunks and other rigid containers which have two bulging sides, etc.," and to substitute therefor the rule which is now in effect.

The prayer of this petition was granted.

- No. 561. March 25th, 1915. The Central Railroad Company of New Jersey petitioned for authority to cancel the postponed items in regard to "trunks and other rigid containers which have two bulging sides etc.," and to substitute therefor the rule which is now in effect.

The prayer of this petition was granted.

- No. 561. March 23rd, 1915. The Bessemer & Lake Erie Railroad Company petitioned for authority to cancel the postponed items in regard to "trunks and other rigid containers which have two bulging sides etc.," and to substitute therefor the rule which is now in effect.

The prayer of this petition was granted.

- No. 561. March 25th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to cancel the postponed items in regard to "trunks and other rigid containers which have two bulging sides, etc.," and to substitute therefor the rule which is now in effect.

The prayer of this petition was granted.

- No. 561. March 24th, 1915. The New York Central Railroad Company (Lines East) petitioned for authority to cancel the postponed items in regard to "trunks and other rigid containers which have two bulging sides, etc.," and to substitute therefor the rule which is now in effect.

The prayer of this petition was granted.

- No. 561. March 20th, 1915. The Lehigh Valley Railroad Company petitioned for authority to cancel the postponed items in regard to "trunks and other rigid containers which have two bulging sides etc.," and to substitute therefor the rule which is now in effect.

The prayer of this petition was granted.



No. 561. March 25th, 1915. The Western Maryland Railway Company petitioned for authority to cancel the postponed items in regard to "trunks and other rigid containers which have two bulging sides etc.," and to substitute therefor the rule which is now in effect.

The prayer of this petition was granted.

No. 561. March 20th, 1915. The New York, Ontario & Western Railway Company petitioned for authority to cancel the postponed items in regard to "trunks and other rigid containers which have two bulging sides etc.," and to substitute therefor the rule which is now in effect.

The prayer of this petition was granted.

No. 561. March 22nd, 1915. The New York Central Railroad Company (Lines West) petitioned for authority to cancel the postponed items in regard to "trunks and other rigid containers which have two bulging sides etc.," and to substitute therefor the rule which is now in effect.

The prayer of this petition was granted.

No. 561. March 24th, 1915. The Pennsylvania Railroad Company petitioned for authority to cancel the postponed items in regard to "trunks and other rigid containers which have two bulging sides etc.," and to substitute therefor the rule which is now in effect.

The prayer of this petition was granted.

No. 561. March 25th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to cancel the postponed items in regard to "trunks and other rigid containers which have two bulging sides etc.," and to substitute therefor the rule which is now in effect.

The prayer of this petition was granted.

No. 562. March 19th, 1915. The Butler Light, Heat & Motor Company petitioned for authority to publish domestic and commercial rates for electrical service.

The prayer of this petition was granted.

No. 563. March 20th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a rate on brick, clay and clay products, carloads, from Kittanning, Pa. to Lemont, Pa.

The prayer of this petition was granted.

No. 564. March 20th, 1915. The Lehigh & New England Railroad Company petitioned for authority to publish rates on anthracite Coal, briquettes and boulets from collieries, washeries and station on Lehigh & New England to Palmerton, Pa.

The prayer of this petition was granted.

No. 565. March 20th, 1915. The Erie Railroad Company (Lines West) petitioned for authority to cancel advanced rates on grain and grain products now under suspension, and substitute therefor the rates as published under the former basis.

The prayer of this petition was granted.

No. 566. March 24th, 1915. The Erie Railroad Company (Lines West) petitioned for authority to suspend until July 13th, 1915, the advanced rates on fresh meats and packing house products.

The prayer of this petition was granted.

No. 566. March 24th, 1915. The Delaware, Lackawanna & Western Railroad Company petitions for authority to suspend until July 13th, 1915, the advanced rates on fresh meats and packing house products.

The prayer of this petition was granted.



- No. 566. March 3rd, 1915. The Delaware & Hudson Company petitioned for authority to suspend until July 13th, 1915, the advanced rates on fresh meats and packing house products.  
The prayer of this petition was granted.
- No. 566. April 5th, 1915. Central Freight Association, by E. Morris, Agent, petitioned for authority to suspend until July 13th, 1915, the advanced rates on fresh meats and packing house products.  
The prayer of this petition was granted.
- No. 566. March 24th, 1915. The Central Railroad Company of New Jersey petitioned for authority to suspend until July 13th, 1915, the advanced rates on fresh meats and packing house products.  
The prayer of this petition was granted.
- No. 566. March 23rd, 1915. The Bessemer & Lake Erie Railroad Company petitioned for authority to suspend until July 13th, 1915, the advanced rates on fresh meats and packing house products.  
The prayer of this petition was granted.
- No. 566. April 6th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to suspend until July 13th, 1915, the advanced rates on fresh meats and packing house products.  
The prayer of this petition was granted.
- No. 566. April 22nd, 1915. The Buffalo, Rochester & Pittsburgh Railroad Company petitions for authority to suspend until July 13th, 1915, the advanced rates on fresh meats and packing house products.  
The prayer of this petition was granted.
- No. 566. March 24th, 1915. The Buffalo & Susquehanna Railroad Corporation petitioned for authority to suspend until July 13th, 1915, the advanced rates on fresh meats and packing house products.  
The prayer of this petition was granted.
- No. 566. March 24th, 1915. The Western Maryland Railway Company petitioned for authority to suspend advanced rates until July 13th, 1915, on fresh meats and packing house products.  
The prayer of this petition was granted.
- No. 566. April 15th, 1915. The Pittsburgh, Shawmut and Northern Railroad Company petitioned for authority to suspend until July 13th, 1915, advanced rates on fresh meats and packing house products.  
The prayer of this petition was granted.
- No. 566. March 23rd, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to suspend until July 13th, 1915, the advanced rates on fresh meats and packing house products.  
The prayer of this petition was granted.
- No. 566. March 25th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to suspend until July 13th, 1915, the advanced rates on fresh meats and packing house products.  
The prayer of this petition was granted.
- No. 566. March 27th, 1915. The Pennsylvania Railroad Company petitioned for authority to suspend until July 13th, 1915, the advanced rates on fresh meats and packing house products.  
The prayer of this petition was granted.
- No. 566. March 23rd, 1915. The New York, Ontario & Western Railway Company petitioned for authority to suspend until July 13th, 1915, advanced rates on fresh meats and packing house products.  
The prayer of this petition was granted.

No. 566. March 22nd, 1915. The New York Central Railroad Company (L. E.) petitioned for authority to suspend until July 13th, 1915, the advanced rates on fresh meats and packing house products.

The prayer of this petition was granted.

No. 566. April 3rd, 1915. The New York Central Railroad Company (Lines West) petitioned for authority to suspend until July 13th, 1915, advanced rates on fresh meats and packing house products.

The prayer of this petition was granted.

No. 566. March 25th, 1915. The Lehigh Valley Railroad Company petitioned for authority to suspend until July 13th, 1915, the advanced rates on fresh meats and packing house products.

The prayer of this petition was granted.

No. 567. March 22nd, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 132.

The prayer of this petition was granted.

No. 568. March 23rd, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to correct clerical error as published in Supplement No. 19 to P. S. C.-Pa. No. 47.

The prayer of this petition was granted.

No. 569. March 25th, 1915. The Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in G. O.-P. S. C. Pa. No. 1078.

The prayer of this petition was granted.

No. 570. March 25th, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish a supplement to P. S. C. Pa. No. 385, to provide for the absorption of switching charges of the Pennsylvania Company at New Castle, Pa.

The prayer of this petition was granted.

No. 571. March 25th, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to issue a supplement to P. S. C. Pa. No. 373, in order to provide for the absorption of switching charges of the Pennsylvania Company at New Castle, Pa.

The prayer of this petition was granted.

No. 572. April 5th, 1915. The Erie Railroad Company (L. W.) petitioned for authority to further postpone the effective date of advanced ratings on brine, in wooden tank cars, to Sept. 30th, 1915.

The prayer of this petition was granted.

No. 572. March 30th, 1915. The Central Railroad Company of New Jersey petitioned for authority to further postpone the effective date of advanced ratings on brine, in wooden tank cars, until September 30th, 1915.

The prayer of this petition was granted.

No. 572. March 26th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to further postpone the effective date of advanced ratings on brine, in wooden tank cars, until September 30th, 1915.

The prayer of this petition was granted.

No. 573. March 31st, 1915. The Philadelphia & Reading Railway Company petitioned for authority to further postpone until September 30th, 1915, the effective date of advanced rate covering marble and granite.

The prayer of this petition was granted.

- No. 574. March 27th, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish a rate on building brick, carloads, from Bradford and Lewis Run, Pa. to Tiona, Pa. via Johnsonburg Transfer, Pa. and Pennsylvania Railroad delivery.

The prayer of this petition was granted.

- No. 575. March 27th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. X-1006.

The prayer of this petition was granted.

- No. 576. March 27th, 1915. The New York Central Railroad Company (Lines East) petitioned for authority to correct clerical error as published in P. S. C. Pa. No. N. Y. C. 96.

The prayer of this petition was granted.

- No. 577. March 30th, 1915. The Erie Railroad Company (Lines East) petitioned for authority to further postpone until September 30th, 1915, the effective date of rules and rates governing the handling of trap or ferry cars.

The prayer of this petition was granted.

- No. 577. March 30th, 1915. The Delaware & Hudson Company petitioned for authority to further postpone, the effective date of rules and rates governing the handling of trap or ferry cars, until September 30th, 1915.

The prayer of this petition was granted.

- No. 577. March 29th, 1915. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to further postpone until September 30th, 1915, the effective date of rules and rates governing the handling of trap or ferry cars.

The prayer of this petition was granted.

- No. 577. April 1st, 1915. The Cumberland Valley Railroad Company petitioned for authority to further postpone until September 30th, 1915, the effective date of rules and rates governing the handling of trap or ferry cars.

The prayer of this petition was granted.

- No. 577. April 3rd, 1915. The Cornwall & Lebanon Railroad Company petitioned for authority to further postpone until September 30th, 1915, the effective date of rules and rates governing the handling of trap or ferry cars.

The prayer of this petition was granted.

- No. 577. March 30th, 1915. The Central Freight Association, Eugene Morris, Agent, petitioned for authority to further postpone until September 30th, 1915, the effective date of rules and rates governing the handling of trap and ferry cars.

The prayer of this petition was granted.

- No. 577. March 30th, 1915. The Central Railroad Company of New Jersey petitioned for authority to further postpone until September 30th, 1915, the effective date of rules and rates governing the handling of trap or ferry cars.

The prayer of this petition was granted.

- No. 577. March 30th, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to further postpone the effective date of rules and rates governing the handling of trap or ferry cars.

The prayer of this petition was granted.



No. 577. March 29th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to further postpone until September 30th, 1915, the effective date of rules and rates governing the handling of trap or ferry cars.

The prayer of this petition was granted.

No. 577. April 2nd, 1915. The Western Maryland Railway Company petitioned for authority to further postpone until September 30th, 1915, the effective date of rules and rates governing the handling of trap or ferry cars.

The prayer of this petition was granted.

No. 577. March 30th, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to further postpone until September 30th, 1915, the effective date of rules and rates governing the handling of trap or ferry cars.

The prayer of this petition was granted.

No. 577. March 30th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to further postpone until September 30th, 1915, the effective date of rules and rates governing the handling of trap or ferry cars.

The prayer of this petition was granted.

No. 577. March 29th, 1915. The Pennsylvania Railroad Company petitioned for authority to further postpone until September 30th, 1915, the effective date of rules and rates governing the handling of trap or ferry cars.

The prayer of this petition was granted.

No. 577. March 29th, 1915. The New York Central Railroad Company (Lines West) petitioned for authority to further postpone until September 30th, 1915, the effective date of rules and rates governing the handling of trap or ferry cars.

The prayer of this petition was granted.

No. 577. March 29th, 1915. The New York Central Railroad Company (Lines East) petitioned for authority to further postpone until September 30th, 1915, the effective date of rules and rates governing the handling of trap or ferry cars.

The prayer of this petition was granted.

No. 577. March 29th, 1915. The New York, Chicago & St. Louis Railroad Company petitioned for authority to further postpone until September 30th, 1915, the effective date of rules and rates governing the handling of trap or ferry cars.

The prayer of this petition was granted.

No. 577. March 30th, 1915. The New York, Ontario & Western Railway Company petitioned for authority to further postpone until September 30th, 1915, the effective date of rules and rates governing the handling of trap or ferry cars.

The prayer of this petition was granted.

No. 577. March 29th, 1915. The Lehigh Valley Railroad Company petitioned for authority to further postpone until September 30th, 1915, the effective date of rules and rates governing the handling of trap or ferry cars.

The prayer of this petition was granted.



- No. 577. March 29th, 1915. The Lehigh & New England Railroad Company petitioned for authority to further postpone until September 30th, 1915, the effective date of rules and rates governing the handling of trap or ferry cars.

The prayer of this petition was granted.

- No. 578. April 1st, 1915. The Erie Railroad Company (Lines West) petitioned for authority to further postpone until September 30th, 1915, the effective date of new rules governing the stopping of cars in transit.

The prayer of this petition was granted.

- No. 578. March 30th, 1915. The Central Railroad Company of New Jersey petitioned for authority to further postpone until September 30th, 1915, the effective date of new rules governing the stopping of cars in transit.

The prayer of this petition was granted.

- No. 578. March 30th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to further postpone until September 30th, 1915, the effective date of new rules governing the stopping of cars in transit.

The prayer of this petition was granted.

- No. 578. March 30th, 1915. The Pittsburgh, Shawmut & Northern Railroad Company petitioned for authority to further postpone until September 30th, 1915, the effective date of new rules governing the stopping of cars in transit.

The prayer of this petition was granted.

- No. 578. March 31st, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to further postpone until September 30th, 1915, the effective date of new rules governing the stopping of cars in transit.

The prayer of this petition was granted.

- No. 578. March 31st, 1915. The New York Central Railroad Company (Lines West) petitioned for authority to further postpone until September 30th, 1915, the effective date of new rules governing the stopping of cars in transit.

The prayer of this petition was granted.

- No. 578. March 31st, 1915. The Lehigh Valley Railroad Company petitioned for authority to further postpone until September 30th, 1915, the effective date of new rules governing the stopping of cars in transit.

The prayer of this petition was granted.

- No. 579. March 30th, 1915. The New York Central Railway Company (Line East) petitioned for authority to correct clerical error as published in P. S. C. Pa. N. Y. C. No. 255.

The prayer of this petition was granted.

- No. 580. March 30th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 133.

The prayer of this petition was granted.

- No. 581. March 31st, 1915. The New York Central Railroad Company (Lines West) petitioned for authority to correct clerical error as published in P. S. C.-Pa. No. L.-S.-7.

The prayer of this petition was granted.

- No. 582. March 31st, 1915. The Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in Supplement No. 25 to P. S. C Pa. No. 6.

The prayer of this petition was granted.

- No. 583. March 31st, 1915. The Philadelphia & Reading Railway Company petitioned for authority to cancel advanced ratings on dressed and salted meats from Philadelphia.

The prayer of this petition was granted.

- No. 584. March 31st, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to publish rates on bituminous coal, carload, from stations on the Pittsburgh & Lake Erie R. R. Company, to stations located on the extension of the Montour Railroad.

The prayer of this petition was granted.

- No. 585. April 6th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to publish a new rule governing a minimum weight on coal, in carloads, as shown in P. S. C. Pa. Nos. 215, 229, and 558.

The prayer of this petition was granted.

- No. 586. March 31st, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to publish a rate on scum cake, carloads, from Spreckels Sugar Refinery to 37th and Morris Streets, Philadelphia, Pa.

The prayer of this petition was granted.

- No. 587. April 1st, 1915. The Official Classification Committee by R. N. Collyer, Agent, petitioned for authority to postpone the effective date of specifications for cotton warp and warp beans to July 30th, 1915.

The prayer of this petition was granted.

- No. 588. April 3rd, 1915. The Lycoming-Edison Company petitioned for authority to reduce prices on incandescent lamps.

The prayer of this petition was granted.

- No. 589. April 3rd, 1915. The Plymouth Bridge Company petitioned for authority to publish rate on round-trip tickets for automobiles having a capacity exceeding 7 passengers.

The prayer of this petition was granted.

- No. 590. April 5th, 1915. The Lehigh & New England Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 397.

The prayer of this petition was granted.

- No. 591. April 5th, 1915. The Thompsonstown Water Works petitioned for authority to reissue tariff P. S. C. Pa. No. 1, containing rates, rules and regulations governing the distribution of water at Thompsonstown, Pa.

The prayer of this petition was granted.

- No. 592. April 5th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a rate on final molasses, in tank cars, from Chester, Pa. and Marcus Hook, Pa. to Philadelphia, Pa.

The prayer of this petition was granted.

- No. 593. April 5th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish a rate on mixed acid, in tank cars, from Reynolds, Pa. to Pottsville, Pa., and on spent acid, tank cars, from Pottsville, Pa. to Reynolds, Pa.

The prayer of this petition was granted.

- No. 594. April 6th, 1915. The New York, Ontario & Western Railway Company petitioned for authority to publish a rate on milk and milk products, from Pleasant Mount, Pa., to Olyphant, Pa.

The prayer of this petition was granted.

- No. 595. April 6th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a supplement eliminating special excursion tickets from list of tickets not valid for passage on Pennsylvania Trains Nos. 28 and 29.

The prayer of this petition was granted.

- No. 596. April 9th, 1915. The Erie Railroad Company (Lines West) petitioned for authority to postpone until July 18th, 1915, the effective date of advanced ratings on poultry, animal or pigeon feed, carloads, and also advanced ratings on flour.

The prayer of this petition was granted.

- No. 596. April 16th, 1915. The Central Freight Association by Eugene Morris, Agent, petitioned for authority to postpone until July 18th, 1915, the effective date of advanced ratings on animal, poultry or pigeon feed, carloads, and also advanced ratings on flour.

The prayer of this petition was granted.

- No. 596. April 7th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to postpone until July 18th, 1915, the effective date of advanced ratings on animal, poultry or pigeon feed, carloads, and also advanced ratings on flour.

The prayer of this petition was granted.

- No. 596. April 8th, 1915. The Pennsylvania Lines West of Pittsburgh petitioned for authority to postpone until July 18th, 1915, the effective date of advanced ratings on animal, poultry or pigeon feed, carloads, and also advanced ratings on flour.

The prayer of this petition was granted.

- No. 596. April 6th, 1915. The Pennsylvania Railroad Company petitioned for authority to postpone until July 18th, 1915, the effective date of advanced ratings on animal, poultry or pigeon feed, carloads, and also advanced ratings on flour.

The prayer of this petition was granted.

- No. 596. April 9th, 1915. The New York, Chicago & St. Louis Railroad Company petitioned for authority to postpone until July 18th, 1915, the effective date of advanced ratings on animal, poultry or pigeon feed, carloads, and also advanced ratings on flour.

The prayer of this petition was granted.

- No. 596. April 9th, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to postpone until July 18th, 1915, the effective date of advanced ratings on animal, poultry or pigeon feed, carloads, and also advanced ratings on flour.

The prayer of this petition was granted.

- No. 597. April 6th, 1915. The Central Railroad Company of New Jersey petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 1218.

The prayer of this petition was granted.

- No. 598. April 9th, 1915. The New York Central Railroad Company (Lines East) petitioned for authority to publish a supplement to their Exceptions to Official Classification, waiving requirements for the construction of containers for cheese, as established in the Official Classification.

The prayer of this petition was granted.

- No. 599. April 9th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 580.

The prayer of this petition was granted.



No. 600. April 9th, 1915. The Pennsylvania Lines West of Pittsburgh petitioned for authority to publish a rate on crushed stone, carloads, from Wampum, Pa. to stations on the Baltimore & Ohio Railroad.

The prayer of this petition was granted.

No. 601. April 12th, 1915. The Union Railroad Company petitioned for authority to publish switching rates on carload traffic in connection with the Pennsylvania Railroad, Pittsburgh & Lake Erie Railroad, and Baltimore & Ohio Railroad.

The prayer of this petition was granted.

No. 601. April 12th, 1915. The Monongahela Connecting Railroad Company petitioned for authority to publish switching rates to apply on all freight, carloads, between the public team track, industries or private sidings of the Monongahela Railroad, and junction with connecting lines.

The prayer of this petition was granted.

No. 602. April 12th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. X-1152.

The prayer of this petition was granted.

No. 603. April 12th, 1915. The Cumberland Valley Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 124.

The prayer of this petition was granted.

No. 604. April 13th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to reestablish rates on milk and cream between stations on the Somerset & Cambria Branch of the Connellsville Division which were in effect prior to April 15th, 1915.

The prayer of this petition was granted.

No. 605. April 15th, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to correct clerical error as published in Supplement No. 1 in P. S. C. Pa. No. 364.

The prayer of this petition was granted.

No. 606. April 14th, 1915. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to further suspend until October 20th, 1915, advanced rates on ice.

The prayer of this petition was granted.

No. 607. April 16th, 1915. The Erie Railroad Company (Lines East) petitioned for authority to further postpone the effective date of spotting rates until July 15th, 1915.

The prayer of this petition was granted.

No. 607. April 19th, 1915. The Erie Railroad Company (Lines West) petitioned for authority to further postpone the effective date of Spotting Rates until July 15th, 1915.

The prayer of this petition was granted.

No. 607. April 14th, 1915. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to further postpone the effective date of Spotting Rates until July 15th, 1915.

The prayer of this petition was granted.

No. 607. April 14th, 1915. The Central Railroad Company of New Jersey petitioned for authority to further postpone the effective date of Spotting Rates until July 15th, 1915.

The prayer of this petition was granted.



No. 607. April 14th, 1915. The Cumberland Valley Railroad Company petitioned for authority to further postpone the effective date of Spotting Rates until July 15, 1915.

The prayer of this petition was granted.

No. 607. April 20th, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to further postpone the effective date of Spotting Rates until July 15th, 1915.

The prayer of this petition was granted.

No. 607. April 16th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to further postpone the effective date of Spotting Rates until July 15, 1915.

The prayer of this petition was granted.

No. 607. April 16th, 1915. The Western Maryland Railway Company petitioned for authority to further postpone the effective date of Spotting Rates until July 15, 1915.

The prayer of this petition was granted.

No. 607. April 24th, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to further postpone the effective date of Spotting Rates until July 15th, 1915.

The prayer of this petition was granted.

No. 607. April 28th, 1915. The Pittsburgh, Chartiers & Youghiogeny Railway Company petitioned for authority to further postpone the effective date of Spotting Rates until July 15th, 1915.

The prayer of this petition was granted.

No. 607. April 14th, 1915. The Susquehanna, Bloomsburg & Berwick Railroad Company petitioned for authority to further postpone the effective date of Spotting Rates until July 15th, 1915.

The prayer of this petition was granted.

No. 607. April 20th, 1915. The Sharpsville Railroad Company petitioned for authority to further postpone the effective date of Spotting Rates until July 15th, 1915.

The prayer of this petition was granted.

No. 607. April 15th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to further postpone the effective date of Spotting Rates until July 15th, 1915.

The prayer of this petition was granted.

No. 607. April 26th, 1915. The Pittsburgh, Chicago, Cincinnati & St. Louis Railway Company petitioned for authority to further postpone the effective date of Spotting Rates until July 15th, 1915.

The prayer of this petition was granted.

No. 607. April 26th, 1915. The Pennsylvania Company petitioned for authority to further postpone the effective date of Spotting Rates until July 15th, 1915.

The prayer of this petition was granted.

No. 607. April 16th, 1915. The Pennsylvania Railroad Company petitioned for authority to further postpone the effective date of Spotting Rates until July 15th, 1915.

The prayer of this petition was granted.

No. 607. April 19th, 1915. The New York Central Railroad Company (Lines West) petitioned for authority to further postpone the effective date of Spotting Rates until July 15th, 1915.

The prayer of this petition was granted.

No. 607. April 14th, 1915. The New York Central Railroad Company (Lines East) petitioned for authority to further postpone the effective date of Spotting Rates until July 15th, 1915.

The prayer of this petition was granted.

No. 607. April 15th, 1915. The Lehigh Valley Railroad Company petitioned for authority to further postpone the effective date of Spotting Rates until July 15th, 1915.

The prayer of this petition was granted.

No. 608. April 15th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a rate on agricultural lime and ground limestone, carloads, from stations on the Cornwall & Lebanon Railroad to Pequea, Pa., Pennsylvania R. R. delivery.

The prayer of this petition was granted.

No. 609. April 15th, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to suspend until August 13th, 1915, advanced rates on flour grain and grain products, for export.

The prayer of this petition was granted.

No. 610. April 15th, 1915. The Ironton Railroad Company petitioned for authority to publish a rate on cement bags, carloads, between West Coplay, Pa. and Chapman's Pa., Philadelphia & Reading Railway delivery.

The prayer of this petition was granted.

No. 611. April 16th, 1915. The New York Central Railroad Company (Lines East) petitioned for authority to publish a rate on sulphur balls, carloads, from Phillipsburg, Pa., to Natrona, Pa., via Lock Lomond Junction, Pa., and the Pennsylvania Railroad delivery.

The prayer of this petition was granted.

No. 612. April 16th, 1915. The Baltimore & Ohio Railroad Company, Stuart A. Allen, Agent, petitioned for authority to correct clerical error as published in Supplement No. 33 to P. S. C. Pa. No. 1.

The prayer of this petition was granted.

No. 613. April 19th, 1915. The Central Railroad Company of New Jersey petitioned for authority to suspend until July 13th, 1915, the advanced rates on livestock and camp equipage.

The prayer of this petition was granted.

No. 614. April 19th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a rate on ex-lake iron ore, carloads, from Erie, Pa., to Scottdale, Pa.

The prayer of this petition was granted.

No. 615. April 19th, 1915. The Coudersport & Port Allegheny Railroad Company petitioned for authority to further suspend the effective date of the cancellation of through rates in connection with the Sheffield & Tionesta Railway, Susquehanna & New York Railroad, and the Tionesta Valley Railway, to July 15th, 1915.

The prayer of this petition was granted.

No. 615. April 24th, 1915. The Central Freight Association, Eugene Morris, Agent, petitioned for authority to further suspend the effective date of the cancellation of through rates in connection with the Sheffield & Tionesta Railway, Susquehanna and New York Railroad, and the Tionesta Valley Railway, to July 15th, 1915.

The prayer of this petition was granted.

- No. 615. April 19th, 1915. The Erie Railroad Company (Lines East) petitioned for authority to further suspend the effective date of the cancellation of through rates in connection with the Sheffield & Tionesta Railway, Susquehanna & New York Railroad, and the Tionesta Valley Railway, to July 15th, 1915.

The prayer of this petition was granted.

- No. 616. April 19th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish a rate on limestone, finely ground, from Miners Village, Pa. to Stevens, Suedburg, Denver, Manheim, Landisville, East Petersburg, Jonestown, Mt. Hope, White Oak, Lebanon, and Bunker Hill, Pa.

The prayer of this petition was granted.

- No. 617. April 21st, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a tariff exempting demurrage, cars containing iron or steel rails or structural material, bituminous coal, coke, anthracite coal or anthracite briquettes or boulets for delivery to vessels at Erie, Pa., and arriving at Erie prior to May 1st, in anticipation of the opening of navigation prior to that date.

The prayer of this petition was granted.

- No. 618. April 21st, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish a rate on coke, carloads, from South Bethlehem, Pa. to Alburtis, Pa. and points in the vicinity thereof.

The prayer of this petition was granted.

- No. 619. April 21st, 1915. The Pittsburgh Railways Company petitioned for authority to publish rates on 54-trip commutation books, between Eighth and Amity Streets, Homestead and Turtle Creek and between Wilkesburg and Turtle Creek, Pa.

The prayer of this petition was granted.

- No. 620. April 22nd, 1915. The Harrisburg Light & Power Company petitioned for authority to publish a Schedule PP, a Primary Power Rate.

The prayer of this petition was granted.

- No. 621. April 22nd, 1915. The Commonwealth Telephone Company petitioned for authority to extend the Local Service Area of the Dushore Central Office District and the Wyalusing Central Office District, to include the Central Office District of each other.

The prayer of this petition was granted.

- No. 622. April 22nd, 1915. The Erie Railroad Company (Lines West) petitioned for authority to correct a clerical error as published in Supplement No. 3 to P. S. C. Pa. No. 142.

The prayer of this petition was granted.

- No. 623. April 22nd, 1915. The New York Central Railroad Company (Lines East) petitioned for authority to correct clerical error as published in P. S. C. Pa. N. Y. C.-8.

The prayer of this petition was granted.

- No. 624. April 22nd, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 136.

The prayer of this petition was granted.

- No. 625. April 24th, 1915. The Union Transfer Company petitioned for authority to publish baggage rates to and from Columbia Avenue Station, Philadelphia, Pa., and special wagons and special delivery service at Reading, Pa.

The prayer of this petition was granted.



- No. 626. April 26th, 1915. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to publish rate covering the movement of Barnum & Bailey's Circus, from Northumberland, Pa. to Scranton, Pa.

The prayer of this petition was granted.

- No. 627. April 27th, 1915. The Pennsylvania Lines West of Pittsburgh petitioned for authority to establish the same rating on animal, poultry and pigeon feed as was carried effective in the exceptions to the Official Classification on April 27th, 1915.

The prayer of this petition was granted.

- No. 628. April 27th, 1915. The Erie Railroad Company (Lines East) petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 543.

The prayer of this petition was granted.

- No. 629. April 28th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a rate on lumber and forest products, carloads, from Latrobe, Pa. to Scottdale, Pa.

The prayer of this petition was granted.

- No. 630. April 28th, 1915. The Official Classification Committee, by R. N. Collyer, Agent, petitioned for authority to publish a rule providing for the minimum weight to be applied to articles too large for loading through the centre side doorway.

The prayer of this petition was granted.

- No. 631. April 30th, 1915. The Official Classification Committee, by R. N. Collyer, Agent, petitioned for authority to postpone the effective date of a rule defining the word "nested," to July 1st, 1915.

The prayer of this petition was granted.

- No. 632. May 5th, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to publish a supplement to P. S. C. Pa. Nos. 146 and 332, permitting delivery of bituminous coal to points on the Erie Railroad and stations on lines reached via the Erie Railroad from points on the newly constructed line of the Montour Railroad.

The prayer of this petition was granted.

- No. 633. May 5th, 1915. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 786.

The prayer of this petition was granted.

- No. 634. May 6th, 1915. The New York Central Railroad Company (Lines East) petitioned for authority to publish a rate on sulphur balls, carloads, from Hawk Run and Munson, Pa., to Natrona, Pa. via Lock Lamond Junction, Pa., and the Pennsylvania Railroad delivery.

The prayer of this petition was granted.

- No. 635. May 6th, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to publish a rate to cover movement of H. C. Hunter Carnival Company, from Monessen to Sharon, Pa., with stops at Glassport, McKees Rocks and Aliquippa, Pa.

The prayer of this petition was granted.

- No. 636. May 6th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish 100-trip tickets between Huntingdon Street and Wingohocking and other Philadelphia suburban fare territory points.

The prayer of this petition was granted.



- No. 637. May 6th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish 100-trip tickets from Third & Berks Street Station and Erie Avenue Station, and other points in suburban fare zone.

The prayer of this petition was granted.

- No. 638. May 6th, 1915. The Official Classification Committee, R. N. Collyer, Agent, petitioned for authority to cancel Rule 34 of P. S. C. Pa. No. 41 containing the definition of the word "nested."

The prayer of this petition was granted.

- No. 639. May 7th, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish a rate on crushed limestone, carloads, from New Castle, Pa., including sidings and industries located on Big Run Branch, to Kittanning, Pa. via West Mosgrove, Pa., and Pittsburgh, Shawmut & Northern Railroad delivery.

The prayer of this petition was granted.

- No. 640. May 7th, 1915. The Pennsylvania Lines West of Pittsburgh petitioned for authority to publish a rate on crushed stone, carloads, to Belle Valley, Pa., from following stations on Pennsylvania Company: Fetterman, Thompson, Ellwood Junction, Wampum, Newport, Moravia, Coverts, Edenburg, and Hillsville, Pa.

The prayer of this petition was granted.

- No. 641. May 7th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish Supplement to P. S. C. Pa. No. 391, reducing extra fare on passenger trains of the Pennsylvania Railroad Nos. 23, 33 and 135-21.

The prayer of this petition was granted.

- No. 642. May 7th, 1915. The Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company petitioned for authority to publish rates governing the movement of Fisher Greater Shows from Pittsburgh to Washington, Pa. to Canonsburg, Pa. return to Pittsburgh, Pa.

The prayer of this petition was granted.

- No. 643. May 11th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to publish a rate on alum, carloads, from Harrison Brothers & Co. Siding, Philadelphia, Pa., to 23rd Street, Stores, Philadelphia, Pa.

The prayer of this petition was granted.

- No. 644. May 11th, 1915. The Cumberland Valley Railroad Company petitioned for authority to publish a rate on black oak bark, carloads, from Richmond, Pa., to Hanover, Pa., and Shrewsbury, Pa. via Harrisburg and the Pennsylvania Railroad delivery.

The prayer of this petition was granted.

- No. 645. May 13th, 1915. The New York Central Railroad Company (Lines West) petitioned for authority to publish a rate governing the movement of K. C. Barkoot World's Greatest Shows, from Franklin, Pa. to Oil City, Pa.

The prayer of this petition was granted.

- No. 646. May 14th, 1915. The West Side Belt Railroad, H. F. Baker, Receiver, petitioned for authority to publish a rate on slag, carloads, from Clairton, Pa. to National, Pa., via Longview, Pa. and the Montour Railroad delivery.

The prayer of this petition was granted.

- No. 647. May 14th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to re-issue P. S. C. Pa. No. 140, thereby adding to the dates of sale June 5th, 1915, covering excursion fares to Hershey, Pa.

The prayer of this petition was granted.

- No. 648. May 14th, 1915. The Ligonier Valley Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 14.  
The prayer of this petition was granted.
- No. 649. May 15th, 1915. The Wabash Pittsburgh Terminal Railway Company petitioned for authority to postpone the effective date of increased rates on milk to July 1st, 1915.  
The prayer of this petition was granted.
- No. 649. May 20th, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to postpone the effective date of increased rates on milk to July 1st, 1915.  
The prayer of this petition was granted.
- No. 649. May 19th, 1915. The Pennsylvania Lines West of Pittsburgh petitioned for authority to postpone the effective date of increased rates on milk to July 1st, 1915.  
The prayer of this petition was granted.
- No. 649. May 15th, 1915. The Montour Railroad Company petitioned for authority to postpone the effective date of increased rates on milk to July 1st, 1915.  
The prayer of this petition was granted.
- No. 650. May 17th, 1915. The Erie Railroad Company (Lines East) petitioned for authority to publish a rate on brick, carloads, from Dunmore, Pa. to Park Place, Pa., and Peckville, Pa., via Riverside Junction and N. Y. O. & W. Railway delivery.  
The prayer of this petition was granted.
- No. 651. May 21st, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a rate on gravel, from Pittsburgh, Pa. to Everett, and Napier, Pa.  
The prayer of this petition was granted.
- No. 652. May 19th, 1915. The Central Railroad Company of New Jersey petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 55.  
The prayer of this petition was granted.
- No. 653. May 20th, 1915. The Philadelphia & West Chester Traction Company petitioned for authority to publish rates on milk and cream, in cans, bottled, or in boxes.  
The prayer of this petition was granted.
- No. 654. May 20th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to publish fares to and from Bonnie Brook, Pa.  
The prayer of this petition was granted.
- No. 655. May 20th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a rate on bituminous and cannel coal from Vintondale, Rexis, Ritter, and Wehrum to points Hydetown to Childs, inclusive.  
The prayer of this petition was granted.
- No. 656. May 20th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a rate on iron ore, carloads, from Harrisburg, Pa. to Steelton, Pa.  
The prayer of this petition was granted.
- No. 657. May 20th, 1915. The Pennsylvania Railroad Company petitioned for authority to re-publish rates on sand and gravel, carloads, from Erie, Pa. to Arnold, New Kensington, Verona, Brilliant, Sumner, Sharpsburg, Pittsburgh, and Allegheny, Pa., and to Kittanning, Kiskiminetas Junction and Butler Junction, Pa.  
The prayer of this petition was granted.

- No. 658. May 20th, 1915. The Erie Railroad Company (Lines West) petitioned for authority to postpone the effective date of rates and rules governing the fabrication of bridge iron or steel at Greenville, Pa., to September 12th, 1915.

The prayer of this petition was granted.

- No. 659. May 20th, 1915. The Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company petitioned for authority to publish rate for the movement of the Arena Amusement Company from Carnegie, Pa. to McDonalds, Pa.

The prayer of this petition was granted.

- No. 660. May 20th, 1915. The Official Classification Committee, by R. N. Collyer, Agent, petitioned for authority to revise certain rules and articles in the Official Classification, which are based on valuation, in order to conform with the Cummins' Amendment to the Interstate Commerce Law.

The prayer of this petition was granted.

- No. 660. May 26th, 1915. The Western Maryland Railway Company petitioned for authority to publish in freight tariff, Rules and Regulations, in order to comply with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.

- No. 660. June 1st, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish in freight tariff, Rules and Regulations, in order to comply with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.

- No. 660. May 28th, 1915. The New York, Ontario & Western Railway Company petitioned for authority to publish in freight tariff, Rules and Regulations, in order to comply with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.

- No. 660. May 26th, 1915. The New York Central Railroad Company (Lines East) petitioned for authority to publish in freight tariff, Rules and Regulations, in order to comply with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.

- No. 660. May 27th, 1915. The Central Railroad Company of New Jersey petitioned for authority to publish in freight tariff, Rules and Regulations, in order to comply with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.

- No. 660. May 26th, 1915. The Buffalo & Susquehanna Railway Company petitioned for authority to publish in freight tariff, Rules and Regulations, in order to comply with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.

- No. 660. June 15th, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish in freight tariff, Rules and Regulations, in order to comply with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.



No. 660. June 22nd, 1915. The Pennsylvania Railroad Company petitioned for authority to publish in freight tariff, Rules and Regulations, in order to comply with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.

No. 660. June 4th, 1915. The Wilkes-Barre & Hazleton Railway Company petitioned for authority to publish Rules and Regulations, governing the transportation of baggage, in order to conform with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.

No. 660. May 26th, 1915. The Susquehanna & New York Railroad Company petitioned for authority to publish Rules and Regulations, governing the transportation of baggage, in order to conform with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.

No. 660. May 27th, 1915. The New York, Ontario Railway Company petitioned for authority to publish Rules and Regulations, governing the transportation of baggage, in order to conform with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.

No. 660. June 21st, 1915. The Excelsior Express & Standard Cab Company petitioned for authority to publish Rules and Regulations, governing the transportation of baggage, in order to conform with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.

No. 660. May 26th, 1915. The New York Central Railroad Company (Line East) petitioned for authority to publish Rules and Regulations, governing the transportation of baggage, in order to conform with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.

No. 660. May 26th, 1915. The Lehigh Valley Railroad Company petitioned for authority to publish Rules and Regulations, governing the transportation of baggage, in order to conform with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.

No. 660. May 26th, 1915. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to publish Rules and Regulations governing the transportation of baggage, in order to conform with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.

No. 660. May 27th, 1915. The Delaware & Hudson Company petitioned for authority to publish Rules and Regulations, governing the transportation of baggage, in order to conform with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.

No. 660. May 25th, 1915. The Central Railroad Company of New Jersey petitioned for authority to publish Rules and Regulations, governing the transportation of baggage, in order to conform with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.

No. 660. May 28th, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish Rules and Regulations, governing the transportation of baggage, in order to conform with the Cummins' Amendment of the Interstate Commerce Law.

The prayer of this petition was granted.



- No. 661. May 21st, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. A-25.  
The prayer of this petition was granted.
- No. 662. May 21st, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to publish rate governing the movement of the Peerless Expo Shows from Coraopolis, Pa. to Beaver Falls, Pa.  
The prayer of this petition was granted.
- No. 663. May 21st, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to publish a rate governing the movement of the Harry Copping Shows from Beaver Falls, Pa. to McKees Rocks, Pa.  
The prayer of this petition was granted.
- No. 664. May 21st, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to publish a rate governing the movement of the H. C. Hunter Carnival Company from Monessen, Pa. to Glassport, Pa., McKees Rocks, Pa., Beaver, Pa., and Sharon, Pa.  
The prayer of this petition was granted.
- No. 665. May 21st, 1915. The Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in G. O.—PSC—Pa. No. 1232.  
The prayer of this petition was granted.
- No. 666. May 21st, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 883.  
The prayer of this petition was granted.
- No. 667. May 25th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to postpone until September 21st, 1915, the effective date of advanced rates on paper and paper products.  
The prayer of this petition was granted.
- No. 667. May 25th, 1915. The Bessemer & Lake Erie Railroad Company petitioned for authority to postpone until September 21st, 1915, the effective date of advanced rates on paper and paper products.  
The prayer of this petition was granted.
- No. 667. May 27th, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to postpone until September 21st, 1915, the effective date of advanced rates on paper and paper products.  
The prayer of this petition was granted.
- No. 667. May 27th, 1915. The Central Railroad Company of New Jersey petitioned for authority to postpone until September 21st, 1915, the effective date of advanced rates on paper and paper products.  
The prayer of this petition was granted.
- No. 667. May 25th, 1915. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to postpone until September 21st, 1915, the effective date of advanced rates on paper and paper products.  
The prayer of this petition was granted.
- No. 667. May 25th, 1915. The Erie Railroad Company (Lines East) petitioned for authority to postpone until September 21st, 1915, the effective date of advanced rates on paper and paper products.  
The prayer of this petition was granted.
- No. 667. May 25th, 1915. The Lehigh Valley Railroad Company petitioned for authority to postpone until September 21st, 1915, the effective date of advanced rates on paper and paper products.  
The prayer of this petition was granted.

No. 667. May 24th, 1915. The Central Freight Association, by Eugene Morris, agent, petitioned for authority to postpone until September 21st, 1915 the effective date of advanced rates on paper and paper products.

The prayer of this petition was granted.

No. 667. May 26th, 1915. The New York Central Railroad Company (Lines East) petitioned for authority to postpone until September 21st, 1915, the effective date of advanced rates on paper and paper products.

The prayer of this petition was granted.

No. 667. May 25th, 1915. The New York, Chicago & St. Louis Railroad Company petitioned for authority to postpone until September 21st, 1915, the effective date of advanced rates on paper and paper products.

The prayer of this petition was granted.

No. 667. May 27th, 1915. The New York, Ontario & Western Railway Company petitioned for authority to postpone until September 21st, 1915, the effective date of advanced rates on paper and paper products.

The prayer of this petition was granted.

No. 667. May 25th, 1915. The Pennsylvania Railroad Company petitioned for authority to postpone until September 21st, 1915, the effective date of advanced rates on paper and paper products.

The prayer of this petition was granted.

No. 667. May 27th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to postpone until September 21st, 1915, the effective date of advanced rates on paper and paper products.

The prayer of this petition was granted.

No. 667. May 26th, 1915. The Western Maryland Railway Company petitioned for authority to postpone until September 21st, 1915, the effective date of advanced rates on paper and paper products.

The prayer of this petition was granted.

No. 668. May 26th, 1915. The Lehigh Valley Railroad Company petitioned for authority to publish a rate governing the movement of Leon W. Washburn's Mighty Midway Shows from South Bethlehem, Pa. to South Wilkes-Barre, Pa. and thence to Shamokin, Pa.

The prayer of this petition was granted.

No. 669. May 26th, 1915. The Susquehanna & New York Railroad Company petitioned for authority to publish a rate on railroad ties, carloads, from Ellenton, Pa., and Wheelerville, Pa., to Lopez, Pa., via Towanda, Pa., or Monroeton, Pa., Lehigh Valley Railroad delivery.

The prayer of this petition was granted.

No. 670. May 28th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish a rate on stone, building, crushed, rough or amiesite, from Glasgow, Pa., and Stowe, Pa., to Westwood Switch, Minersville, and St. Clair, Pa.

The prayer of this petition was granted.

No. 671. May 27th, 1915. The Raystown Water Power Company petitioned for authority to publish Supplement No. 2 to P. S. C. Pa. No. 1, eliminating the following clause:

"In cases where the current consumed is small, no meter is installed."

The prayer of this petition was granted.

No. 672. May 28th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish a rate on new iron and steel rails and cross ties, carloads, from Jenkintown, Pa., to Easton (Taylor Street), Pa., East Penn Junction, Central Railroad of New Jersey delivery.

The prayer of this petition was granted.

No. 673. May 28th, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to publish rates governing the movement of the Mighty Doris Shows from Monessen, Pa. to Brownsville, Pa.

The prayer of this petition was granted.

No. 674. May 29th, 1915. The Delaware & Hudson Company petitioned for authority to publish a rate governing the movement of the Keystone Amusement Company from Wilkes-Barre, Pa. to Olyphant, Pa.

The prayer of this petition was granted.

No. 675. June 1st, 1915. The Erie Railroad Company—Lines West—petitioned for authority to publish a rate covering the movement of Hunter Show from Sharon, Pa. to Greenville, Pa.

The prayer of this petition was granted.

No. 676. June 1st, 1915. The Erie Railroad Company—Lines West—petitioned for authority to publish a rate governing the movement of the Famous Robisons Shows from Union City, Pa. to Greenville, Pa., and from Greenville, Pa. to Farrell, Pa.

The prayer of this petition was granted.

No. 677. June 2nd, 1915. The Central Railroad Company of New Jersey petitioned for authority to publish in exceptions to the Official Classification Rule providing for the same rating and minimum carload weight in zinc oxide, in sacks, as now applies on zinc oxide in bulk or in barrels.

The prayer of this petition was granted.

No. 678. June 3rd, 1915. The Western Maryland Railway Company petitioned for authority to publish a rate governing the movement of the Gentry Brothers' Circus from Waynesboro, Pa., to Chambersburg, Pa.

The prayer of this petition was granted.

No. 679. June 3rd, 1915. The Western Allegheny Railroad Company petitioned for authority to publish a cancellation of tariff containing rates, rules and regulations governing the movement of circuses, shows and street carnivals.

The prayer of this petition was granted.

No. 680. June 5th, 1915. The Pennsylvania Railroad Company petitioned for authority to correct typographical error as published in Supplement No. 8 to JJ-P. S. C. Pa. No. 340.

The prayer of this petition was granted.

No. 681. June 5th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a rate on bituminous slack coal, carloads, from the mine siding of the Westmoreland Shaft Colliery of the Westmoreland Coal Company, at Biddle, Pa., to the storage ground of the same company at the same place.

The prayer of this petition was granted.

No. 682. June 5th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a rate on sand and gravel, lake, river and bank, from Pittsburgh, Pa. to Altoona, Pa.

The prayer of this petition was granted.

No. 683. June 5th, 1915. The Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in Supplement No. 6 to BB-P. S. C. Pa. No. 181.

The prayer of this petition was granted.



No. 684. June 5th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a supplement re-establishing reduced rates on grain and grain products to Philadelphia, from Pittsburgh and stations in the vicinity of Pittsburgh and immediately thereof, which were in effect prior to April 15th, 1915.

The prayer of this petition was granted.

No. 685. June 7th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a rate on bituminous and cannel coal, carloads, from mines and operations on the Stonerville Branch to Johnstown, Pa.

The prayer of this petition was granted.

No. 686. June 8th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to publish a rate governing the movement of 101 Ranch Wild West Show, from Butler, Pa. to New Castle, Pa.

The prayer of this petition was granted.

No. 687. June 9th, 1915. The Munsie Trail Bridge Company petitioned for authority to publish a complete tariff containing rates, rules and regulations governing all traffic.

The prayer of this petition was granted.

No. 688. June 9th, 1915. The Coudersport & Port Allegany Railroad Company petitioned for authority to publish a rate on logs, carloads, from Coudersport, Pa. and intermediate stations to Ulysses, Pa.

The prayer of this petition was granted.

No. 689. June 9th, 1915. The Central Railroad Company of New Jersey petitioned for authority to correct clerical errors as published in P. S. C. Pa. Nos. A-49 and A-50.

The prayer of this petition was granted.

No. 690. June 9th, 1915. The Penn Central Light & Power Company petitioned for authority to correct clerical errors as published in P. S. C. Pa. No. 6 and Supplement No. 3 to P. S. C. Pa. No. 2.

The prayer of this petition was granted.

No. 691. June 9th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish tariff containing distances, one-way and round trip fares between Pittsburgh, Kiskiminetas Junction, and Plum Creek, Pa., or intermediate stations and Renouf's Beach, Pa.

The prayer of this petition was granted.

No. 692. June 9th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish a rule making local tickets, except limited or special excursion forms, good in either direction.

The prayer of this petition was granted.

No. 693. June 9th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 683.

The prayer of this petition was granted.

No. 694. June 11th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish rates on sand and gravel, carloads, from Pittsburgh, Thompson, McKeesport, Aspinwall and Coleman, Pa. to Johnstown, Cresson, Myersdale, Ebensburg, and Huntingdon, Pa., etc.

The prayer of this petition was granted.

No. 695. June 11th, 1915. The Delaware & Hudson Company petitioned for authority to publish a rate governing the movement of the Keystone Amusement Company from Olyphant to Carbondale, Pa.

The prayer of this petition was granted.



- No. 696. June 11th, 1915. The Western Maryland Railway Company petitioned for authority to publish a rate on fluxing stone, carloads, from Thomasville to Eberts, Pa.

The prayer of this petition was granted.

- No. 697. June 12th, 1915. The Montour Railroad Company petitioned for authority to further postpone the effective date of advanced milk rates until August 1st, 1915.

The prayer of this petition was granted.

- No. 697. June 12th, 1915. The Pennsylvania Lines West of Pittsburgh petitioned for authority to further postpone the effective date of advanced milk rates until August 1st, 1915.

The prayer of this petition was granted.

- No. 697. June 14th, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to further postpone the effective date of advanced milk rates until August 1st, 1915.

The prayer of this petition was granted.

- No. 697. June 15th, 1915. The Wabash Pittsburgh Terminal Railway Company and West Side Belt Railroad Company petitioned for authority to further postpone the effective date of advanced milk rates until August 1st, 1915.

The prayer of this petition was granted.

- No. 698. June 14th, 1915. The Mt. Jewett, Kinzua & Riterville Railroad Company petitioned for authority to publish a rate on wood, carloads, from Smethport to East Smethport, Pa. via Smethport, Pennsylvania Railroad delivery.

The prayer of this petition was granted.

- No. 699. June 14th, 1915. The Delaware & Hudson Company petitioned for authority to publish a rate governing the movement of the Keystone Amusement Company from Carbondale to Wilkes-Barre, Pa.

The prayer of this petition was granted.

- No. 700. Superseding No. 689. June 16th, 1915. The Central Railroad Company of New Jersey petitioned for authority to correct clerical error as published in P. S. C. Pa. No. A-49 and A-50.

The prayer of this petition was granted.

- No. 701. June 16th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a rate on wooden ties, carloads, from Millersburg to Halls, Pa., via Milton, Pa., Philadelphia & Reading Railroad delivery.

The prayer of this petition was granted.

- No. 702. June 16th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish a rate on slag, carloads, from Winfield, Pa. to Sunbury, Pa.

The prayer of this petition was granted.

- No. 703. June 17th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish a rate on wooden railroad ties, carloads, from Muncy to Halls, Pa.

The prayer of this petition was granted.

- No. 704. June 16th, 1915. The Gettysburg Light Company petitioned for authority to publish a supplement containing Schedule "U" for electric service at Gettysburg, Pa.

The prayer of this petition was granted.

No. 705. June 16th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish a rate on sand and gravel, carloads, from Fleetwood to Reading, Pa.

The prayer of this petition was granted.

No. 706. June 17th, 1915. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to publish a basing tariff showing basing fares to be used in the construction of through interline passenger fares.

The prayer of this petition was granted.

No. 707. June 21st, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a rate on sand and gravel, carloads, from Pittsburgh, Thompson, McKeesport, Aspinwall and Coleman, Pa. to siding of the Blair Supply Company, Limited, at near Morrison's Cove Junction.

The prayer of this petition was granted.

No. 708. June 17th, 1915. The Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 615.

The prayer of this petition was granted.

No. 709. June 17th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to correct clerical error as published in Supplement No 5 to P. S. C. Pa. No. 560.

The prayer of this petition was granted.

No. 710. June 17th, 1915. The Delaware, Lackawanna & Western Railroad Company petitioned for authority to publish in the exceptions to the official classification of the Delaware, Lackawanna & Western Railroad Company a rule changing the application of class rates upon the number of horses and mules, carloads, account National Guard of the Commonwealth of Pennsylvania.

The prayer of this petition was granted.

No. 711. June 21st, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a rate on sand and gravel, carloads, from McKeesport, Aspinwall, Coleman and Thomson, Pa. to Newport, Perry Co., Pa.

The prayer of this petition was granted.

No. 712. June 18th, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to publish a supplement to the exceptions of the official classification of the Baltimore & Ohio Railroad Company a rule governing the application of brine in tank cars returned.

The prayer of this petition was granted.

No. 713. June 19th, 1915. The Pennsylvania Lines West of Pittsburgh petitioned for authority to publish a rate governing the movement of the Harry Copping Shows, Pittsburgh to Carnegie, Pa.

The prayer of this petition was granted.

No. 714. June 19th, 1915. The Lehigh Valley Railroad Company petitioned for authority to correct clerical error as published in tariff P. S. C. Pa. No. K-1805.

The prayer of this petition was granted.

No. 715. June 18th, 1915. The Central Railroad Company of Pennsylvania petitioned for authority to publish a rate of forty (40) cents per net ton on flint, gravel, sand, and stone screenings from Bellefonte and Pennsylvania Junction to Mill Hall, Pa.

The prayer of this petition was granted.

- No. 716. June 21st, 1915. The Baltimore & Ohio Railroad Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 624.  
The prayer of this petition was granted.
- No. 717. June 25th, 1915. The Pennsylvania Lines West of Pittsburgh petitioned for authority to publish a rate governing the movement of 101 Ranch Real Wild West Show, from New Castle, Pa. to Greenville, Pa.  
The prayer of this petition was granted.
- No. 718. June 22nd, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish class rates in both directions between Philadelphia, Pa. and Mt. Gretna, Pa.  
The prayer of this petition was granted.
- No. 719. June 25th, 1915. The Erie Railroad Company (Lines West) petitioned for authority to publish a rate governing the movement of the H. C. Hunter Shows, from Oil City to Union City, and from Union City to Bradford, Pa.  
The prayer of this petition was granted.
- No. 720. June 25th, 1915. The Lehigh Valley Railroad Company petitioned for authority to publish class rates from Wilkes-Barre to all points on the Cornwall & Lebanon Railroad.  
The prayer of this petition was granted.
- No. 721. June 26th, 1915. The Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in GO-P. S. C. Pa. Nos. 972 and 1078, BB-P. S. C. Pa. No. 183, CO-P. S. C. Pa. No. 48, and DD-P. S. C. Pa. No. 83.  
The prayer of this petition was granted.
- No. 722. June 26th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish an exception to the official classification so that meats, dressed, fresh, pickled or salted, in individual refrigerator cars, minimum weight 10,000 lbs., will apply between all stations on the Philadelphia & Reading Railway.  
The prayer of this petition was granted.
- No. 723. June 29th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish a one-way passenger fare between Mount Union, Pa. and Aetna Powder Explosive Works, Pa.  
The prayer of this petition was granted.
- No. 724. June 30th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish rates on sand, gravel and loam, carloads, from Pittsburgh, Thompson, McKeesport, South Duquesne, Aspinwall and Coleman, Pa., to Mill Hall, McElhattan, Clearfield, Philipsburg, Bellefonte, Rockview, Lemont, Pa.  
The prayer of this petition was granted.
- No. 725. June 29th, 1915. The Philadelphia & Reading Railway Company petitioned for authority to publish a tariff making acceptable tickets applying between Philadelphia (Reading Terminal), Spring Garden Street, Girard Avenue, Central, and Columbia Avenue, and Fern Rock or Olney, Pa., to apply to or from Third & Berks Streets stations.  
The prayer of this petition was granted.
- No. 726. June 30th, 1915. The Lehigh Valley Railroad Company petitioned for authority to publish a rate of 60 cents per net ton on logs, carloads, from Lopez, Pa. to Laquin, Pa., via Susquehanna & New York Railroad delivery.  
The prayer of this petition was granted.



No. 727. June 29th, 1915. The Pennsylvania Railroad Company petitioned for authority to publish rates on stone, crude or crushed, carloads, from stations on the Pennsylvania Railroad to stations on the Cumberland Valley Railroad and the Gettysburg & Harrisburg Railway.

The prayer of this petition was granted.

No. 729. June 30th, 1915. The Central Railroad Company of Pennsylvania petitioned for authority to publish a rate of 79 cents per net ton on broken fire brick from Bellefonte, to Mill Hall, Lock Haven, Beech Creek, Monument and Orviston, Pa., via Mill Hall and New York Central Railroad delivery.

The prayer of this petition was granted.

July 7th, 1914. Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish rate on paving brick, carloads, from Bradford and Lewis Run, Pa. to DuBois, Pa., via Johnsonburg Transfer and the Pennsylvania Railroad, also via Sykes and Buffalo & Susquehanna Railroad Corporation.

The prayer of this petition was denied.

July 7th, 1914. Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish rate on old rails, carloads, from Hyde, Pa. to Pittsburgh, Pa.

The prayer of this petition was denied.

July 9th, 1914. Susquehanna & New York Railroad Company petitioned for authority to publish various rates per car per mile, on circus and show outfits, between points on Susquehanna & New York Railroad.

The prayer of this petition was denied.

July 10th, 1914. Rural Valley Railroad Company petitioned for authority to publish rate on slag, carloads, from Echo to Yatesboro, Pa.

The prayer of this petition was denied.

July 20th, 1914. Lehigh Valley Railroad Company petitioned for authority to publish rate on crushed stone, carloads, from Coxton to Moosic, Pa., via Jermyn No. 1 Mine and the New York, Susquehanna & Western Railroad.

The prayer of this petition was denied.

July 20th, 1914. Lehigh Valley Railroad Company petitioned for authority to publish rate on stone, carloads, from Black Walnut to Whites Ferry, Pa.

The prayer of this petition was denied.

July 24th, 1914. Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish rate on pyrites cinder or refuse, carloads, from Bradford, Pa. to Riddlesburg, via Johnsonburg Transfer, Pennsylvania Railroad and the Huntingdon & Broad Top Mountain Railroad, delivery.

The prayer of this petition was denied.

July 24, 1914. Shenango Valley Electric Light Company and Sharpsville Electric Light Company petitioned for authority to publish electric rates for wholesale light and power yearly contract.

The prayer of this petition was denied.

July 25th, 1914. The Pennsylvania Company petitioned for authority to restore bases for rates to points on the Sheffield & Tionesta Valley Railway, the Susquehanna & New York Railroad and the Tionesta Railroad.

The prayer of this petition was denied.



July 28th, 1914. Buffalo & Susquehanna Railway Company petitioned for authority to further suspend the cancellation of through rates with industrial railroads until January 30th, 1915.

The prayer of this petition was denied.

July 31st, 1914. Cornwall & Lebanon Railroad Company petitioned for authority to publish rate on ice, carloads, from Lake Conewago and Colebrook Dam to Mt. Gretna.

The prayer of this petition was denied.

August 11th, 1914. Baltimore & Ohio Railroad Company petitioned for authority to publish class and commodity rates to and from James City, Pa.

The prayer of this petition was denied.

August 12th, 1914. Lehigh Navigation Electric Company petitioned for authority to publish a tariff extending the territory covered by their electric schedule to include Monroe County.

The prayer of this petition was denied.

August 18th, 1914. New York Central & Hudson River Railroad Company petitioned for authority to publish a rate on paving brick, carloads, from Krebs to Clearfield, Pa.

The prayer of this petition was denied.

August 18th, 1914. Philadelphia & Reading Railway Company petitioned for authority to publish a rate on slag, carloads, from Reading to Tamaqua, Pa.

The prayer of this petition was denied.

September 3rd, 1914. Baltimore & Ohio Railroad Company petitioned for authority to publish one-way passenger fares to and from James City, Pa.

The prayer of this petition was denied.

September 3rd, 1914. Lehigh Valley Transit Company petitioned for authority to publish one-way fare for passenger accompanied by one or more dogs.

The prayer of this petition was denied.

September 3rd, 1914. New York Central & Hudson River Railroad Company petitioned for authority to publish rates on building sand, carloads, from Linden, Pa. to points Avis, Pa. to St. Benedict, Pa.

The prayer of this petition was denied.

September 12th, 1914. New York Central & Hudson River Railroad Company petitioned for authority to publish class rates from St. Lu, Pa to stations on the Central Railroad of Pennsylvania, via Mill Hall.

The prayer of this petition was denied.

September 16th, 1914. Central Railroad Company of New Jersey petitioned for authority to publish a rate on scrap iron and other commodities from Ashley, Pa. to Danville, Pa.

The prayer of this petition was denied.

September 18th, 1914. Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish a rate on paving brick, carloads, from Bradford and Lewis Run, Pa. to Johnsonburg, Eagle Valley Siding and Ridgway, Pa.

The prayer of this petition was denied.

September 23rd, 1914. Pottstown & Phoenixville Railway Company petitioned for authority to discontinue the sale of workmen's tickets.

The prayer of this petition was denied.

October 1st, 1914. Susquehanna & New York Railroad Company petitioned for authority to publish a rate upon fertilizer material (lime sludge), carloads, from West Williamsport to Waterville, Pa., via Newberry Junction and the New York Central & Hudson River Railroad.

The prayer of this petition was denied.

October 1st, 1914. Lehigh Valley Railroad Company petitioned for authority to publish rates on sand and gravel, carloads, from Lower Lehigh to Emaus and Kurtztown, Philadelphia & Reading Railway delivery.

The prayer of this petition was denied.

October 8th, 1914. Williamsport & North Branch Railroad Company petitioned for authority to publish one-way tickets, round trip tickets and party fares between all points on the Williamsport & North Branch Railroad and between Sonestown and Eagles Mere Park, and one-way tickets and round trip tickets on the Eagles Mere Railroad between Sonestown and Eagles Mere Park.

The prayer of this petition was denied.

October 10th, 1914. Buffalo & Susquehanna Railroad Corporation petitioned for authority to publish rate on mine boards, carloads, from Galeton to Shamokin and Mt. Carmel, Pa., Pennsylvania Railroad delivery.

The prayer of this petition was denied.

October 10th, 1914. Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish rate on bituminous coal, carloads, from Buffalo, Rochester & Pittsburgh Railroad points to Watson Run, Pa., via Butler Transfer and the Bessemer & Lake Erie Railroad.

The prayer of this petition was denied.

October 14th, 1914. Tionesta Valley Railway Company petitioned for authority to publish rate on sand, carloads, from Parish, Pa. to James City, Pa., via Sheffield, Pennsylvania Railroad, Kane, and the Kane & Elk Railroad.

The prayer of this petition was denied.

October 20th, 1914. Williamsport & North Branch Railroad Company petitioned for authority to publish rate on railroad ties, carloads, from Pennsdale, Hughesville, Picture Rocks, Essick, Glen Mawr, Beech Glen and Muncy Valley to Halls and Satterfield.

The prayer of this petition was denied.

October 31st, 1914. Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish rates on iron and steel articles, carloads, from Pittsburgh to Curtisville, Pa., via Butler Transfer and the Bessemer & Lake Erie Railroad.

The prayer of this petition was denied.

November 18th, 1914. Cornwall & Lebanon Railroad Company petitioned for authority to publish tariff of ferry car charges.

The prayer of this petition was denied.

November 17th, 1914. Pennsylvania Company petitioned for authority to publish switching rate on oil, carloads, to and from sidings of the Crystal Oil Company and the Germania Refining Company at Rouseville.

The prayer of this petition was denied.

November 24th, 1914. Ringtown Light, Heat & Power Company petitioned for authority to publish electric lighting rates with a sliding scale of discount.

The prayer of this petition was denied.

December 8th, 1914. The Pittsburgh & Allegheny Telephone Company petitioned for authority to publish rates for branch exchange telephone service on a message rate basis.

The prayer of this petition was denied.

December 17th, 1914. Erie Railroad Company—Lines East—petitioned for authority to publish a rate on lumber, carloads, Shohola to Gravity, Pa.

The prayer of this petition was denied.

December 31st, 1914. Baltimore & Ohio Railroad Company petitioned for authority to publish the restoration of the rules, rates and regulations governing reconsignment in the Pittsburgh District.

The prayer of this petition was denied.

January 4th, 1915. Delaware & Hudson Company petitioned for authority to publish rate on ice, carloads, from Waymart (Keenes Switch), Pa. to Prompton, Pa.

The prayer of this petition was denied.

January 7th, 1915. Baltimore & Ohio Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Bessemer & Lake Erie Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Bloomsburg & Sullivan Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Buffalo & Susquehanna Railroad Corporation petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.



January 7th, 1915. Cambria & Indiana Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Central Freight Association, E. Morris, Agent, petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Central Railroad Company of New Jersey petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Cornwall & Lebanon Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Coudersport & Port Alleghany Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Cumberland Valley Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Delaware, Lackawanna & Western Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Erie Railroad Company—Lines East—petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Erie Railroad Company—Lines West—petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.



January 7th, 1915. Huntingdon & Broad Top Mountain Railroad & Coal Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Indian Creek Valley Railway Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Kane & Elk Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Lackawanna & Wyoming Valley Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Lake Erie, Franklin & Clarion Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Leetonia Railway Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Lehigh & New England Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Lehigh Valley Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Maryland & Pennsylvania Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Monongahela Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. New York & Pennsylvania Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. New York Central Railroad Company—Lines East—petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. New York Central Railroad Company—Lines West—petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. New York, Ontario & Western Railway Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Official Classification Committee, R. N. Collyer, Agent, petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Pennsylvania Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Pennsylvania Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Philadelphia & Reading Railway Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th 1915. Pittsburgh & Lake Erie Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Pittsburgh, Lisbon & Western Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Pittsburgh, Shawmut & Northern Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Potato Creek Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Reynoldsville & Falls Creek Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Sharpsville Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Sheffield & Tionesta Railway Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.



January 7th, 1915. Susquehanna & New York Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Tionesta Valley Railway Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Wabash Pittsburgh Terminal Railway petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Washington Run Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Western Maryland Railway Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Wilkes-Barre & Hazleton Railway Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 7th, 1915. Winfield Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 9th, 1915. Western New York & Pennsylvania Traction Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.

January 11th, 1915. Delaware, Lackawanna & Western Railroad Company petitioned for authority to publish freight tariffs containing a general advance of five per cent. on all commodities with certain exceptions, in compliance with the decision of the Interstate Commerce Commission in the so-called five per cent. case.

The prayer of this petition was denied.



January 11th, 1915. Baltimore & Ohio Railroad Company petitioned for authority to publish tariff covering the absorption of the switching charges of the Union Railroad.

The prayer of this petition was denied.

January 14th, 1915. Delaware, Lackawanna & Western Railroad Company petitioned for authority to eliminate rule governing shipments of live stock, hay and straw held in transit when covered by orders of the Bureau of Animal Industry, Department of Agriculture or State Department of Agriculture.

The prayer of this petition was denied.

February 1th, 1915. Wellsboro Water Company petitioned for authority to publish a meter rate for street sprinkling.

The prayer of this petition was denied.

February 19th, 1915. New York Central Railroad Company petitioned for authority to publish rate on mine caps, mine lagging, mine props, etc., carloads, from Furnace Run, Pa. to Minersville, Pa. via Newberry Junction and the Philadelphia & Reading Railway.

The prayer of this petition was denied.

March 4th, 1915. Schuylkill Gas & Electric Company petitioned for authority to publish tariff cancelling rate for direct current lighting for moving picture machines in Mahanoy City.

The prayer of this petition was denied.

March 5th, 1915. Pennsylvania Railroad Company petitioned for authority to publish a rate on lime and ground limestone, carloads, from Bainbridge to Points on the Buffalo and Susquehanna Railroad Corporation.

The prayer of this petition was denied.

April 7th, 1915. Mt. Jewett, Kinzua & Riterville Railroad Company petitioned for authority to publish a rate on acetate of lime from Bakus, Pa. to Smethport and East Smethport, Pa.

The prayer of this petition was denied.

April 12th, 1915. Union Railroad Company petitioned for authority to publish switching rates for traffic interchanged with the Bessemer & Lake Erie Railroad.

The prayer of this petition was denied.

April 12th, 1915. Union Railroad Company petitioned for authority to publish switching rates for traffic interchanged with the Wabash Pittsburgh Terminal Railway.

The prayer of this petition was denied.

April 24th, 1915. Lehigh & New England Railroad Company petitioned for authority to publish new route on cement from stations on the Lehigh & New England Railroad to stations on the Philadelphia & Reading Railway.

The prayer of this petition was denied.

April 24th, 1915. Lehigh & New England Railroad Company petitioned for authority to reissue a tariff on iron and steel articles from Catasauqua, Pa. to stations on the Philadelphia & Reading Railway.

The prayer of this petition was denied.

April 6th, 1915. Penn Central Light & Power Company petitioned for authority to publish rates for electric service in Mount Union.

The prayer of this petition was denied.

May 6th, 1915. Pittsburgh & Lake Erie Railroad Company petitioned for authority to publish rate on pig iron from Monessen to Verona, Pa., Pennsylvania Railroad delivery.

The prayer of this petition was denied.

May 6th, 1915. Jersey Shore Electric Company petitioned for authority to publish rates on Tungsten lamps.

The prayer of this petition was denied.

May 7th, 1915. Buffalo, Rochester & Pittsburgh Railway Company petitioned for authority to publish rate on pig iron, carloads, from Josephine, Pa. to Butler and Butler Transfer, Pa.

The prayer of this petition was denied.

June 17th, 1915. The Lehigh Valley Railroad Company petitioned for authority to publish rates on anthracite coal from the Lehigh, Schuylkill and Wyoming Regions to Catasauqua, Lehigh & New England delivery.

The prayer of this petition was denied.

June 19th, 1915. The Pittsburgh & Lake Erie Railroad Company petitioned for authority to publish a supplement changing the rates, now in effect, on sand, gravel and loam, from Adelaide, Bradford Junction, and to publish rates from Pihl.

The prayer of this petition was denied.

June 25th, 1915. The Central Railroad Company of New Jersey petitioned for authority to correct clerical error as published in P. S. C. Pa. No. 1297.

The prayer of this petition was denied.

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## RECORD OF APPLICATIONS FOR SPECIAL PERMISSION TO ISSUE TARIFFS ON STATUTORY NOTICE WHICH WERE VOLUNTARILY WITHDRAWN BY THE PETITIONER DURING THE FISCAL YEAR, JULY 1ST, 1914, TO JUNE 31ST, 1915.

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August 25th, 1914. Pennsylvania Railroad Company petitioned for authority to publish a supplement to tariff of terminal arrangements at Philadelphia, Pa. equalizing the fire insurance rates on grain received through the Girard Storage Company, and handled through or stored in elevator "B." Girard Point, Philadelphia, Pa.

This application was withdrawn.

December 5th, 1914. Cumberland Valley Railroad Company petitioned for authority to publish a charge for cleaning and disinfecting stock cars.

This application was withdrawn.

December 17th, 1914. Delaware & Hudson Company petitioned for authority to further suspend the effective date of exceptions to the Official Classification.

This application was withdrawn.

February 19th, 1915. Pennsylvania Railroad Company petitioned for authority to publish increased rates on brick, clay and clay products from Allegheny & Buffalo Divisions to stations of the Pennsylvania Railroad within the State of Pennsylvania.

This application was withdrawn.

February 26th, 1915. Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in GO-P. S. C. Pa. No. 904.

This application was withdrawn.

April 15th, 1915. Pennsylvania Railroad Company petitioned for authority to correct clerical error as published in GO-P. S. C. Pa. No. 1198.

This application was withdrawn.

May 4th, 1915. Williamsport & North Branch Railroad Company petitioned for authority to publish rate on wood ashes, carloads, from Benton, via Philadelphia & Reading Railway with Buffalo & Susquehanna Railroad delivery.

This application was withdrawn.

June 4th, 1915. Philadelphia & Reading Railway Company petitioned for authority to correct clerical error as published in P. S. C. Pa. No. X-1252.

This application was withdrawn.

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**SUPPLEMENT 5.**

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**BUREAU OF RATES AND TARIFFS.**

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**STATEMENT OF REFUND CLAIMS FOR THE YEAR ENDING  
JUNE 30, 1915.**

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# STATEMENT OF REFUND CLAIMS HANDLED BY THE BUREAU OF RATES AND TARIFFS FOR YEAR ENDING JUNE 30TH, 1915.

(For details, see pages following)

Claimant.	Refund Docket No.	Amount.	
		Granted.	Denied.
Allentown Iron Mfg. Co., .....	371	\$27 99	.....
Althouse Stone Co., .....	359	11 50	.....
American Bridge Co., .....	193	.....	\$114 63
American Bridge Co., .....	194	.....	3,160 60
American Lime & Stone Co., .....	196	1,227 52	.....
Apollo Steel Co., .....	275	21 43	.....
Arbogast & Bastian Co., .....	182	5 00	.....
Armstrong County Coal Co., .....	131	13 00	.....
Atlantic Refining Co., .....	71	.....	85 05
Atlantic Refining Co., .....	130	42 57	.....
Atlantic Refining Co., .....	147	25 70	.....
Atlantic Refining Co., .....	223	9 06	.....
Atlantic Refining Co., .....	226	26 29	.....
Atlantic Refining Co., .....	228	32 30	.....
Atlantic Refining Co., .....	258	3 07	.....
Atlantic Refining Co., .....	280	130 87	.....
Atlantic Refining Co., .....	288	23 33	.....
Atlantic Refining Co., .....	321	20 17	.....
Atlantic Refining Co., .....	384	41 08	.....
Auburn Shale Brick Co., .....	361	7 74	.....
Baker & Gilbert, .....	234	27 74	.....
Baker, J. E., .....	318	4 92	.....
Bassett, G. P., Jr., .....	279	.....	†
Bethlehem Steel Co., .....	163	.....	16 43
Bethlehem Steel Co., .....	401	43 24	.....
Bingaman Bros., .....	87	8 29	.....
Birkle, John A., .....	197	.....	7 66
Birkle, John A., .....	198	.....	*
Birkle, John A., .....	203	4 25	.....
Birkle, John A., .....	225	†	.....
Birkle, John A., .....	272	15 50	.....
Bitting, R. C. and O. O., .....	127	629 03	.....
Bituminous Coal Corporation, .....	118	45 54	.....
Bloom, A. M., et al., .....	303	9 90	.....
Bobeck, Anthony, .....	145	.....	77 00
Booth & Flinn, .....	138	374 96	.....
Brown, C. H., .....	202	57 64	.....
Bryden Horse Shoe Co., .....	423	.....	98 85
Burke Electric Co., .....	312	.....	12 09
Cambria Steel Co., .....	135	3,404 93	.....
Cambria Steel Co., .....	152	171 16	.....
Cambria Steel Co., .....	276	1,146 34	.....
Cambria Steel Co., .....	314	2 38	.....
Cambria Steel Co., .....	316	36 58	.....
Cambria Steel Co., .....	319	1,347 22	.....
Cambria Steel Co., .....	342	2 23	.....
Campbell's Ledge Stone Co., .....	349	84 27	.....
Campbell & Sherman, .....	137	60 64	.....
Canfield Oil Co., .....	386	49 18	.....
Carnegie Steel Co., .....	149	21 01	.....
Carnegie Steel Co., .....	140	30 79	.....
Carnegie Steel Co., .....	169	10 02	.....
Carnegie Steel Co., .....	235	133 94	.....
Carnegie Steel Co., .....	363	28 01	.....
Carnegie Steel Co., .....	405	13 02	.....
Casey, John F., Co., .....	204	.....	*
Center Brick & Clay Co., .....	206	4 40	.....
Central Penna. Lumber Co., .....	100	9 55	.....
Central Penna. Lumber Co., .....	179	10 20	.....
Central Penna. Lumber Co., .....	320	11 13	.....
Chambley, Alex., .....	293	23 25	.....
Clark, E. E., .....	391	48 42	.....
Claser, Ellis & Co., .....	186	6 03	.....
Cook & Duncan Lumber Co., .....	177	628 38	.....

\*Amount not shown in claim.

†No weight shown.

‡Withdrawn.

Claimant.	Refund Docket No.	Amount.	
		Granted.	Denied.
Dare, J. E., .....	250	29 36	.....
Datesman, E., .....	211	7 44	.....
Daesman, E., .....	369	8 14	.....
Davis Bros., .....	331	31 80	.....
Davison, J. K. & Bro., .....	260	322 30	.....
Davison, J. K. & Bro., .....	262	628 55	.....
Decarbonated Lime and Stone Co., .....	402	.....	54 40
De Frain Sand Co., .....	269	9 17	.....
Derry, A. L. & Co., .....	307	50 09	.....
Dodd, H. W., .....	308	8 92	.....
Dougherty & Wians, .....	256	137 31	.....
Dover Fire Brick Co., .....	244	16 44	.....
DuPont, E. I., Powder Co., .....	160	.....	27 90
DuPuy, Herbert, .....	297	14 82	.....
Eastern Paving Co., .....	369	.....	21 85
Elizabeth Milling Co., .....	357	72 12	.....
Elk County Home, .....	116	27 57	.....
Elk Tanning Co., .....	217	25 80	.....
Elk Tanning Co., .....	394	2 02	.....
Ellwood Sand Co., .....	334	68 21	.....
Enterprise Coal Co., .....	168	37 50	.....
Falls Creek Sand & Stone Co., .....	311	63 18	.....
Farmers Fertilizer Co., .....	296	10 00	9 12
Fisk & Co., .....	292	.....	12 50
Fleming Bros. Lumber Mfg. Co., .....	125	153 82	.....
Franklin Sugar Refining Co., .....	178	24 16	.....
Frick Co., .....	108	†	.....
Frick, H. C., Coke Co., .....	259	62 14	.....
Frick, H. C., Coke Co., .....	376	70 05	.....
Gambel Gheen Co., .....	355	17 85	.....
Gano Moore & Co., .....	381	.....	1,100 00
General Chemical Co., .....	133	376 53	.....
General Smelting Co., .....	385	15 09	.....
Gerhard, J. W., .....	218	114 49	.....
Gimbel Bros., .....	243	50	.....
Girard Iron & Metal Co., .....	351	58 57	.....
Girard Iron & Steel Co., .....	395	17 37	.....
Glatfelter, P. G. Co., .....	208	57 17	.....
Gloninger & Maxwell, .....	374	15 17	.....
Glosser, M. & Sons, .....	239	15 42	.....
Great Eastern Smelting & Refining Works, .....	209	7 12	.....
Harbison-Walker Refractories Co., .....	205	18 69	.....
Harbison-Walker Refractories Co., .....	335	76 35	.....
Harding & Fancourt, Inc., .....	392	4 02	.....
Harrisburg Light & Power Co., .....	232	235 46	.....
Harrison Brothers Co., .....	215	18 00	.....
Heinz, H. J. Co., .....	191	.....	7 60
Herrick Construction Co., .....	330	62 06	.....
Hewett, J. H., .....	155	.....	1 14
Hielner, Percy & Son, .....	151	.....	111 00
Hileman, Blair B., .....	105	11 86	.....
Hileman, L. H. & Co., .....	273	224 32	.....
Hitness, H. A. & Sons Co., .....	408	12 40	.....
Holly Sand Co., .....	129	47 25	.....
Hummelstown Brownstone Co., .....	233	16 79	.....
Humphrey, W. H., .....	339	31 47	.....
Hungarian Reformed Church, et al., .....	304	95 32	.....
Indiana Lumber & Supply Co., .....	161	99 14	.....
James Manufacturing Co., .....	381	113 99	.....
Jefferson Supply Co., .....	255	44 00	.....
Johnson, E. J., .....	247	.....	29 34
Joseph, Jos. & Bros. Co., .....	359	215 22	.....
Kern, Weston H., .....	429	22 57	.....
Kechum, O. W., .....	264	37 62	.....
Kittanning Brewing Co., .....	146	28 39	.....
Kittanning Brick & Fire Clay Co., .....	352	23 40	.....
Koffenhauer, E. E., .....	357	§	.....
Leaf, E. B. Co., .....	138	116 37	.....
Leaf, E. B. Co., .....	139	4 83	.....
Leaf, E. B. Co., .....	171	.....	5 62
Leaf, E. B. Co., .....	424	19 50	.....
Lehigh Portland Cement Co., .....	141	33 00	.....
Lehigh Valley Coal Co., .....	242	87 42	.....
Lehigh Valley Coal Co., .....	340	32 87	.....

†Withdrawn.

§See Elizabeth Milling Company.

Claimant.	Refund Docket No.	Amount.	
		Granted.	Denied.
Levis, Henry, .....	165	6 32	.....
Lewis, Albert, .....	219	101 19	.....
Lewis & Co., .....	166	.....	18 21
Lilac, Mrs. Emma, .....	333	.....	46
Logan Iron & Steel Co., .....	156	16 25	.....
Luria Bros. & Co., .....	253	.....	17 94
Lycoming Timber & Lumber Co., .....	268	20 62	.....
Lycoming Timber & Lumber Co., .....	336	.....	102 85
Major, Frank, .....	200	39 92	.....
Malloy, M. J., .....	199	25 86	.....
Markle, Geo. B. Co., .....	356	275 20	.....
Martin Brick Co., .....	341	52 67	.....
Maryland & Pennsylvania R. R. Co., .....	201	516 98	.....
Matthews, Chas. P. & Son, .....	407	.....	12 00
McAbee, G. R. Powder & Oil Co., .....	425	7 96	.....
McClure, A. F., .....	347	66 00	.....
McGee, Ida C., .....	413	46 62	.....
McGinley Cut Stone Co., .....	326	96 39	.....
McGinley Cut Stone Co., .....	344	187 72	.....
Meehan, John & Son, .....	367	12 00	.....
Michell, Henry F. Co., .....	128	†	.....
Millar, H. A. & Co., .....	400	10 66	.....
Miller, Isaac, .....	173	44 77	.....
Mill Hall Brick Works, .....	136	34 29	.....
Mill Hall Brick Works, .....	159	40 37	.....
Milton Manufacturing Co., .....	150	34 25	.....
Mitchell, H. F. Co., .....	432	10 49	.....
Moreland Coke Co., .....	183	42 67	.....
Moore, Evan J., .....	143	10 83	.....
Moore, Evan J., .....	187	22 08	.....
Mosser, J. K. Co., .....	267	17 94	.....
Nardy & Bros., .....	317	24 60	.....
National Guard of Pennsylvania, .....	409	145 27	.....
National Slag Co., .....	346	169 08	.....
National Tube Co., .....	227	10,388 29	.....
Newborn, W. H. & Co., .....	426	1 47	.....
New York & Penna. Co., .....	294	190 31	.....
Nitrigeneous Chemical Co., .....	422	253 41	.....
Oil Well Supply Co., .....	106	7 82	.....
Oil Well Supply Co., .....	313	8 41	.....
Osborn Machine Co., .....	274	70 00	.....
Painter, F. E., .....	176	.....	3 00
Paterson Clay Products Co., .....	329	83 49	.....
Patton Clay Manufacturing Co., .....	212	16 68	.....
Patton Clay Manufacturing Co., .....	245	55 94	.....
Penna. Enamel Sink Co., .....	251	27 89	.....
Pennsylvania Steel Co., .....	406	.....	2,343 81
Penker Coal Co., .....	158	8 15	.....
Pihl & Miller, .....	188	.....	30 76
Plot, Frank, .....	164	62 82	.....
Pittsburgh Plate Glass Co., .....	248	1,576 14	.....
Pittsburgh Plate Glass Co., .....	379	416 60	.....
Pittsburgh Plate Glass Co., .....	393	13 12	.....
Pittsburgh Steel Co., .....	323	4 77	.....
Pittsburgh Westmoreland Coal Co., .....	162	16 58	.....
Pond Creek Coal Co., .....	181	84 00	.....
Pontz, Jacob, .....	175	16 92	.....
Punxsutawney Foundry & Machine Co., .....	287	132 62	.....
Rader, E. B., .....	373	57 19	.....
Reading Brewing Co., .....	174	2 05	.....
Reading Machinery Co., .....	281	21 00	.....
Reese, Mrs. F. W., .....	265	53	.....
Reese-Sheriff Lumber Co., .....	144	5 17	.....
Reese-Sheriff Lumber Co., .....	221	16 65	.....
Reese-Sheriff Lumber Co., .....	322	17 04	.....
Rhinehart Bros., .....	257	219 95	.....
Ridgway, B. & Sons, .....	428	.....	28 70
Robinson, Lewis, .....	315	11 77	.....
Romberger, J. A., .....	357	§	.....
Royal Brick Co., .....	172	.....	28 16
Royal Brick Co., .....	263	28 16	.....
Royal Shale Brick Co., .....	121	16 98	.....
Ruger, Horace, .....	328	7 42	.....
Samuel, Frank, .....	184	71 70	.....
Sandusky Portland Cement Co., .....	227	.....	26 56
Sanger, A. I. & Son, .....	43	3 88	.....
Sankey Bros., .....	142	103 70	.....

†No weight shown.

§See Elizabeth Milling Co.



Claimant.	Refund Docket No	Amount.	
		Granted.	Denied.
Schlichter Jute Cordage Co., .....	343	6 07	.....
Scranton Lodge, 123, B. P. O. E., .....	240	35 50	.....
Scranton Pump Co., .....	271	6 04	.....
Shaffer, J. F., .....	418	6 80	.....
Sharon, S. A., .....	190	.....	17 50
Shuster, Grant, .....	337	92 00	.....
Silberman Bros., .....	229	24 81	.....
Silician Products Co., .....	210	19 96	.....
Slayish Catholic Parsonage, et al., .....	305	119 30	.....
Snyder, R. D., .....	388	38 00	.....
Souder Concrete Co., .....	360	3 00	.....
So. Chester Tube Co., .....	224	23 79	.....
Sprecht, Jacob, .....	122	40 98	.....
Steelton Store Co., .....	270	14 02	.....
Stevson, Charles L., .....	232	10 20	.....
Stine, Geo. W., Estate, .....	185	31 24	.....
St. Marys Sewer Pipe Co., .....	348	28 60	.....
Stony Brook Lumber Co., .....	110	14 35	.....
The DeFrain Sand Co., .....	325	96 69	.....
Thermie Coal & Steel Co., .....	157	†	.....
The Texas Co., .....	261	97 50	.....
Thiele Construction Co., et al., .....	397	292 81	.....
Thomas, D. N. Sand Gravel Co., .....	207	63 88	.....
Thomas Iron Co., .....	300	16 22	.....
Treadwell Engineering Co., .....	278	1 00	.....
Tunnell, F. W., .....	353	29 71	.....
Turk, Homer, .....	118	.....	1 50
United Commercial Travelers of America, Branch No. 216, ....	241	.....	91 00
United Engineering & Foundry Co., .....	306	47 40	.....
United Lumber Co., .....	99	35 92	.....
United Refining Co., .....	333	24 52	.....
United Roofing & Mfg. Co., .....	236	6 00	.....
U. S. Cast Iron Pipe & Foundry Co., .....	378	36 02	.....
Universal Portland Cement Co., .....	206	39 44	.....
Universal Portland Cement Co., .....	345	65 35	.....
Van Brunt Co., .....	246	36 18	.....
Vanderstucken-Ewing Construction Co., .....	362	1 40	.....
Verona Steel Castings Co., .....	354	17 58	.....
Virginia Pine Lumber Co., .....	358	.....	46 59
Walkers Mills Stone & Brick Co., .....	417	46 44	.....
Warren Oil Co., .....	332	63 59	.....
Warner, Charles, Co., .....	132	37 84	.....
Warriner, S. D., .....	327	74 08	.....
Watson, H. F., Co., .....	411	.....	33 24
Wayne Lumber Co., .....	289	9 18	.....
Weaver Contracting Co., .....	214	75 13	.....
Weaver & Son, .....	357	§	.....
Weil's Sons, Morris, .....	414	33 04	.....
Wentz, Mrs. James, .....	252	24 90	.....
Westmoreland Brick Co., .....	124	48 32	.....
Westmoreland Brick Co., .....	298	20 74	.....
West Va. Pulp & Paper Co., .....	366	21 38	.....
Whaler, E., .....	220	47 88	.....
Whiteland Silicia Co., .....	416	.....	18 11
Williams & Freedman, .....	123	5 60	.....
Williams & Freedman, .....	295	7 11	.....
Williams & Freedman, .....	189	5 24	.....
Williams & Freedman, .....	350	11 00	.....
Williams & Freedman, .....	368	92 07	.....
Wilkes-Barre Ice Co., .....	153	24 74	.....
Wittmer & Sons Co., William, .....	134	7 45	.....
Wood, A. M., & Co., .....	154	4 00	.....
Wright, W. O., .....	290	23 00	.....
Wyoming Lumber Co., .....	290	25 85	.....
Wyoming Sand & Stone Co., .....	126	34 92	.....
Wyoming Sand & Stone Co., .....	167	356 29	.....
York Manufacturing Co., .....	170	.....	14 51
York Manufacturing Co., .....	364	7 74	.....
Yuengling, D. G. & Son, .....	117	44 75	.....
Totals, .....	.....	\$134,780 86	\$7,860 05

\*Amount not shown in claim.

§See Elizabeth Mills Co.

†No weight shown.

REFUND CLAIMS.

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Refund Docket No. 42. A. I. Sangor & Son, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$3.88 on two carloads of borings from Oil City to Brackenridge. Long and short haul clause violated. Granted.

Refund Docket No. 71. Atlantic Refining Company, complainant, vs. Pennsylvania Railroad Company, respondent. Refund of \$85.05 on 13 cars of petroleum and petroleum products from Pittsburgh to various points of destination on the Baltimore & Ohio Railroad. Excessive rate. Denied.

Refund Docket No. 87. Bingaman Brothers, complainants, v. Pennsylvania Railroad Company, respondent. Waive collection of outstanding charge of \$80.61 on one car of coal from Osborne Mine to Trauger. Excessive rate. Granted waiver of \$8.29.

Refund Docket No. 99. United Lumber Company, complainants, v. Baltimore & Ohio Railroad Company, respondent. Refund of \$35.92 on shipments of lumber from Ursina Junction to Pittsburgh. Excessive rate. Granted.

Refund Docket No. 100. Central Pennsylvania Lumber Company, complainant, v. Susquehanna & New York Railroad Company, respondent. Refund of \$9.55 on one carload of lumber from Laquin to Kane. Excessive rate. Granted.

Refund Docket No. 105. Blair B. Hileman, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$11.86 on one carload of sawdust from Horrell to Altoona. Excessive rate. Granted.

Refund Docket No. 106. Oil Well Supply Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$7.82 on one shipment of boiler and boiler parts from Oil City to Bieldmore Springs. Joint through rate in excess of combination of local charges. Granted.

Refund Docket No. 108. Frick Company, complainant, v. Philadelphia & Reading Railway Company. Refund of \$22.70 on one shipment of machinery from Bloomsburg to Wayneboro. Excessive rate. Withdrawn.

Refund Docket No. 110. Stony Brook Lumber Company, complainant, v. Lehigh Valley Railroad Company. Refund of \$14.35 on three cars pulp wood from Lopez to York Haven. Excessive minimum weight applied. Granted.

Refund Docket No. 116. Elk County Home, complainant, v. Pittsburgh, Shawmut & Northern Railroad Company. Refund of \$27.57 on one carload lime and ashes from St. Mary's to County Home. Excessive rate. Granted.

Refund Docket No. 117. D. G. Yuengling & Sons, complainants, v. Philadelphia & Reading Railway Company. Refund of \$44.75 on five carloads of ice from Pottsville to Hecksherville. Excessive rate. Granted.

Refund Docket No. 118. Pennsylvania Railroad Company, complainant, v. Homer Turk, respondent. Undercharge of \$1.50 on one shipment of grapes from Pittsburgh to Large. No jurisdiction. Denied.

Refund Docket No. 121. Royal Shale Brick Company, complainant, v. Philadelphia & Reading Railway Company. Refund of \$16.98 on two carloads of brick from Middletown to Palmyra. Excessive rate. Granted.

Refund Docket No. 122. Jacob Sprecht, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$40.98 on one carload of slag from Catasauqua to Minersville. Excessive rate. Granted.

Refund Docket No. 123. Williams & Freedman, complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$5.00 on one car of scrap iron from Elizabethtown to Harrisburg. Excessive rate. Granted.

Refund Docket No. 124. Westmoreland Brick Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$48.32 on two carloads of fire clay and three carloads of fire brick from Hunker to Donora. Excessive rate. Granted.

Refund Docket No. 125. Fleming Bros. Lumber & Mfg. Company, complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$158.82 on twelve carloads of mine planks from Philadelphia to Jeanesville, Oneida, Harwood and Lattimer. Excessive rate. Granted.

Refund Docket No. 126. Wyoming Sand & Stone Company, complainant, v. Lehigh Valley Railroad Company, respondent. Refund of \$34.92 on five carloads of sand and stone from Wyoana to Kingston. Excessive rate. Granted.

Refund Docket No. 127. R. C. & O. O. Bitting, complainants, v. New York Central & Hudson River Railroad Company. Refund of \$629.03 on 29 carloads of mine props from Jersey Mills to Shenandoah. Excessive rate. Granted.

Refund Docket No. 128. Henry F. Mitchell Company, complainant, v. Philadelphia & Reading Railway Company. Refund on one carload of manure from Bell Road to Gladwyne. Excessive rate. Granted.

Refund Docket No. 129. Holly Sand Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$47.25 on one carload of sand from Barnitz to Gettysburg. Excessive rate. Granted.

Refund Docket No. 130. Atlantic Refining Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$42.57 on two carloads of petroleum from Marcus Hook to Philadelphia. Excessive rate. Granted.

Refund Docket No. 131. Armstrong County Coal Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$13.00 on one carload of mine ties from Diamond to Leechburg. Excessive rate. Granted.

Refund Docket No. 132. Charles Warner Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$37.84 on ten carloads of limestone from Swedeland to Port Kennedy. Excessive rate. Granted.

Refund Docket No. 133. General Chemical Company, complainant, v. Pittsburgh & Lake Erie Railroad Company, respondent. Refund of \$376.58 on 124 carloads of pyrites ore cinder briquettes from Newell to Pittsburgh. Joint through rate in excess of combination of local charges. Granted.

Refund Docket No. 134. William Witmer & Sons Company, complainants, v. New York Central & Hudson River Railroad Company, respondent. Refund of \$7.45 on one carload of lumber from Hawk Run to Gilberton. Excessive rate. Granted.

Refund Docket No. 135. Cambria Steel Company, complainant, v. Pennsylvania Railroad Company, respondent. Waive collection of outstanding charge of \$3,404.93 on 1,422 cars of crude fluxing limestone from Naginey to Johnstown. Excessive rate. Granted.

Refund Docket No. 136. Mill Hall Brick Works, complainant, v. New York Central & Hudson River Railroad Company, respondent. Refund of \$34.29 on one carload of brick from Mill Hall to Knoxville. Excessive rate. Granted.

Refund Docket No. 137. Campbell & Shewman, complainants, v. New York Central & Hudson River Railroad Company, respondent. Refund of \$60.64 on two carloads of building brick from Mill Hall to Knoxville. Excessive rate. Granted.

Refund Docket No. 138. E. B. Leaf Company Complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$116.37 on 25 carloads of scrap iron from Harrisburg to Burnham. Excessive rate. Granted.

Refund Docket No. 139. E. B. Leaf Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$4.83 on one carload of scrap iron from Harrisburg to Burnham. Excessive rate. Granted.



Refund Docket No. 140. Carnegie Steel Company, complainant, v. Bessemer & Lake Erie Railroad Company, respondent. Refund of \$30.79 on seven carloads of granulated slag from Rankin to Oakmont. Excessive rate. Granted.

Refund Docket No. 141. Lehigh Portland Cement Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$33.00 on one carload of gypsum rock from Chapman to Ormrod. Excessive rate. Granted.

Refund Docket No. 142. Sankey Brothers, complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$103.70 on three carloads of brick from Pittsburgh to St. Vincent. Excessive rate. Granted.

Refund Docket No. 143. Evan J. Moore, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$10.83 on one carload of apple logs from Cheyney to Tacony. Excessive rate. Granted.

Refund Docket No. 144. Reese-Sheriff Lumber Company, complainants, v. New York Central & Hudson River Railroad Company, respondent. Refund of \$5.17 on one carload of lumber from Cataract to Williamsport. Long and short haul clause violated. Granted.

Refund Docket No. 145. Anthony Bobeck, complainant, v. Lehigh Valley Railroad Company, respondent. Waive collection of outstanding charge of \$7.00 on seven carloads of livestock from Springville to Lynn. Excessive rate. Denied.

Refund Docket No. 146. Kittanning Brewing Company, complainant, v. Pittsburgh, Shawmut & Northern Railroad Company, respondent. Refund of \$28.39 on one shipment of beer from Kittanning to Aultman. Excessive rate. Granted.

Refund Docket No. 147. Atlantic Refining Company, complainant, v. Baltimore & Ohio Railroad Company, respondent. Refund of \$25.70 on two carloads of fuel oil from Point Breeze, Philadelphia, to Tioga Iron & Steel Company, Philadelphia. Excessive rate. Granted.

Refund Docket No. 148. Bituminous Coal Corporation, complainant, v. New York Central & Hudson River Railroad Company, respondent. Refund of \$45.54 on one carload of sand from Linden to Peale. Excessive rate. Granted.

Refund Docket No. 149. Carnegie Steel Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$21.01 on one carload of steel rails from Bessemer to Cherry Tree. Excessive rate. Granted.

Refund Docket No. 150. Milton Manufacturing Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$34.25 on two carloads of coal moved with the plant of the complainant at Milton. Excessive rate. Granted.

Refund Docket No. 151. Percy Heilner & Son, complainants, v. Susquehanna & New York Railroad Company, respondent. Waive collection of outstanding charge of \$111.00 demurrage charges on 17 carloads of coal at West Williamsport. Excessive rate. Denied.

Refund Docket No. 152. Cambria Steel Company, complainant, v. Baltimore & Ohio Railroad Company, respondent. Refund of \$171.16 on three carloads of cinder from Johnstown to Ursina Junction. Excessive rate. Granted.

Refund Docket No. 153. Wilkes-Barre Ice Company, complainant, v. Delaware, Lackawanna & Western Railroad Company, respondent. Waive collection of outstanding charge of \$24.74 on one carload of ice from Tobyhanna to Wilkesbarre. Excessive rate. Granted.

Refund Docket No. 154. A. M. Wood & Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$4.00 on one carload of scrap iron from Ambler to Lansdale. Excessive rate. Granted.

Refund Docket No. 155. J. H. Hewett, complainant, v. Pennsylvania Railroad Company, respondent. Waive collection of outstanding charge of \$1.14 on one shipment of pears from Oxford to Philadelphia. Lower rate quoted and charged than published through error. Denied.



Refund Docket No. 156. Logan Iron & Steel Company, complainant, v. Pennsylvania Railroad Company, respondent. Waive collection of outstanding charge of \$16.25 on four carloads of scrap iron from Harrisburg to Burnham. Excessive rate. Granted.

Refund Docket No. 157. Thermie Coal & Supply Company, complainant, v. Pennsylvania Railroad Company, respondent. Waive collection of outstanding charge on two carloads of coal from Plymouth Colliery to Hollidaysburg. Excessive rate. Granted.

Refund Docket No. 158. Penker Coal Company, complainant, v. Pennsylvania Railroad Company, respondent. Waive collection of outstanding charge of \$8.15 on one carload of coal from Penker Mine No. 1 to Altoona. Excessive rate. Granted.

Refund Docket No. 159. Mill Hall Brick Works, complainant, v. New York Central & Hudson River Railroad Company, respondent. Refund of \$40.37 on one carload of building brick from Mill Hall to Wallaceton. Excessive rate. Granted.

Refund Docket No. 160. E. I. du Pont Powder Company, complainant, v. Erie Railroad Company, respondent. Refund of \$27.90 on three carloads of crushed stone from Coxton to Hillside Junction. Excessive rate. Denied.

Refund Docket No. 161. Indiana Lumber & Supply Company, complainant, v. Buffalo, Rochester & Pittsburgh Railway Company, respondent. Waive collection of outstanding charges of \$99.14 on five carloads of sand from Pittsburgh to Indiana. Excessive rate. Granted.

Refund Docket No. 162. Pittsburgh-Westmoreland Coal Company, complainant, v. Pennsylvania Railroad Company, respondent. Waive collection of outstanding charges of \$16.80 on two carloads of coal from Penn Manor Shaft to Penn Manor. Excessive rate. Granted.

Refund Docket No. 163. Bethlehem Steel Company, complainant, v. Pennsylvania Railroad Company, respondent. Waive collection of outstanding charges of \$16.43 on one carload of pig iron from Harrisburg to South Bethlehem. Excessive rate. Denied.

Refund Docket No. 164. Frank Piot, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$62.82 on two carloads of face stone from Swarthmore to Bryn Mawr. Long and short haul clause violated. Granted.

Refund Docket No. 165. Henry Levis & Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$6.32 on one carload of old rails from Cresson to Grays Ferry. Excessive rate. Granted.

Refund Docket No. 166. Lewis & Company, complainant, v. Pennsylvania Railroad Company, respondent. Waive Collection of outstanding charge of \$18.21 on two carloads of hay from Washingtonville to Shenandoah. Excessive rate. Denied.

Refund Docket No. 167. Wyoming Sand & Stone Company, complainant, v. Lehigh Valley Railroad Company, respondent. Waive collection of outstanding charge of \$356.29 on nine carloads of sand from Wyoana to Carbondale. Excessive rate. Granted.

Refund Docket No. 168. Enterprise Coal Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Waive collection of outstanding charge of \$37.50 on ten carloads of slush from Enterprise Colliery to Enterprise Mine, both at Excelsior. Excessive rate. Granted.

Refund Docket No. 169. Carnegie Steel Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$10.02 on one carload of steel rails from Bessemer to Greenwich Colliery No. 8. Excessive rate. Granted.

Refund Docket No. 170. York Manufacturing Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$14.51 on one carload of scrap iron from York to Lancaster. Excessive rate. Denied.

Refund Docket No. 171. E. B. Leaf Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$5.62 on one carload of steel scrap from Tacony to Coatesville. Excessive rate. Denied.

Refund Docket No. 172. Royal Brick Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$28.16 on one carload of coke oven brick from Connellsville to Uniontown. Excessive rate. Denied.

Refund Docket No. 173. Isaac Miller, complainant, Pennsylvania Railroad Company, respondent. Refund of \$44.77 on two carloads of scrap iron from Elizabethtown to Lancaster. Long and short haul clause violated. Granted.

Refund Docket No. 174. Reading Brewing Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$2.05 on shipment of L. C. L. beer from Reading to York. Misrouted. Granted.

Refund Docket No. 175. Jacob Pontz, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$16.92 on one carload of brick from Lancaster to Gap. Long and short haul clause violated. Granted.

Refund Docket No. 176. F. E. Painter, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$3.00 demurrage upon a car loaded with cement at Mt. Pleasant. Excessive rate. Denied.

Refund Docket No. 177. Cook & Duncan Lumber Company, complainants, v. Baltimore & Ohio Railroad Company, respondent. Waive collection of outstanding charge of \$628.38 on 40 carloads of logs from Cook & Duncan Lumber Company's siding, near Fort Hill, to Johnstown. Excessive rate. Granted.

Refund Docket No. 178. Franklin Sugar Refining Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$24.16 on ten carloads of sugar from Philadelphia to Allentown. Excessive rate. Granted.

Refund Docket No. 179. Central Pennsylvania Lumber Company, complainant, v. New York Central & Hudson River Railroad Company, respondent. Refund of \$10.20 on one carload of lath from Leestonia to Knoxville. Excessive rate. Granted.

Refund Docket No. 181. Pond Creek Coal Company, complainant, v. Lehigh Valley Railroad Company, respondent. Waive collection of outstanding charge of \$84.00 on eight carloads of colliery refuse from Harleigh to Sandy Run Colliery. Excessive rate. Granted.

Refund Docket No. 182. Arbogast & Bastian Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$5.60 on one carload of cattle from Lancaster to Allentown. Excessive charge. Granted.

Refund Docket No. 183. Moreland Coke Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$42.67 on three carloads of coal from Shoenberger and Star mines to Wilmerding. Excessive rate. Granted.

Refund Docket No. 184. Frank Samuel, complainant, v. Baltimore & Ohio Railroad Company and Pennsylvania Railroad Company, respondents. Refund of \$71.70 on six carloads of scrap steel from Altoona to West Homestead. Excessive rate. Granted.

Refund Docket No. 185. George W. Stine Estate, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$31.24 on one carload of cordwood from Cedar Knoll to Downingtown. Excessive rate. Granted.

Refund Docket No. 186. Ellis Claster & Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$6.03 on one carload of scrap iron from Lewistown to Lebanon. Long and short haul clause violated. Granted.

Refund Docket No. 187. Evan J. Moore, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$22.08 on two carloads of logs from Clifton to Tacony. Long and short haul clause violated. Granted.

Refund Docket No. 188. Phil & Miller, complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$30.76 on one carload of sand from Export to Madison. Excessive rate. Denied.

Refund Docket No. 189. Williams & Freedman, complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$5.24 on one carload of scrap iron from Lewistown to Lebanon. Long and short haul clause violated. Granted.

Refund Docket No. 190. S. A. Sharon, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$17.50 on one carload of railroad ties from McClure to Lansford. Excessive rate. Denied.

Refund Docket No. 191. H. J. Heinz Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$7.60 on shipment of food products from Philadelphia to Allentown. Shortage in shipment. Denied.

Refund Docket No. 193. American Bridge Company, complainant, v. Baltimore & Ohio Railroad Company, respondent. Refund of \$114.68 on shipments of bridge steel from "C" Station, Allegheny, to the Dravo Contracting Company Siding, Allegheny. Excessive rate. Denied.

Refund Docket No. 194. American Bridge Company, complainant, v. Buffalo, Rochester & Pittsburgh Railway Company, respondent. Refund of \$3,160.60 on shipments of bridge iron from "C" Station, Allegheny, to American Bridge Company, Grant Avenue, Allegheny. Excessive rate. Denied.

Refund Docket No. 196. American Lime & Stone Company, complainant, v. Pennsylvania Railroad Company, respondent. Waive collection of outstanding charge of \$1,227.52 on 17 carloads of crushed stone from Bellefonte to Columbia Cross Roads. Long and short haul clause violated. Granted.

Refund Docket No. 197. John A. Birkle, complainant, v. New York Central & Hudson River Railroad Company, respondent. Refund of \$7.66 on one carload of lumber from Furnace Run to Dunmore, Erie Railroad delivery. Excessive rate. Denied.

Refund Docket No. 198. John A. Birkle, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund on one carload of lath from Beach Glen to Erie. Excessive rate. Denied.

Refund Docket No. 199. M. J. Malloy, complainant, v. Lehigh Valley Railroad Company, respondent. Waive collection of outstanding charge of \$25.86 on one carload of curb stone from South Montrose to Warrior Run. Excessive rate. Granted.

Refund Docket No. 200. Frank Major, complainant, v. Lehigh Valley Railroad Company, respondent. Refund of \$39.92 on one carload of bark from Springville to Noxen. Long and short haul clause violated. Granted.

Refund Docket No. 201. Maryland & Pennsylvania Railroad Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$516.98 on 77 carloads of coal from York to East York. Excessive rate. Granted.

Refund Docket No. 202. C. H. Brown, complainant, v. Pennsylvania Railroad Company, respondent. Waive collection of outstanding charge of \$57.64 on one carload of limestone shale from Mt. Etna to Ashville. Excessive rate. Granted.

Refund Docket No. 203. John A. Birkle, complainant, v. Buffalo, Rochester & Pittsburgh Railway Company, respondent. Refund of \$4.25 on one carload of lumber from Anderson to Mt. Carmel. Excessive rate. Granted.

Refund Docket No. 204. John F. Casey Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund on several carloads of excavated dirt from Shadyside to Wilksburg. Excessive minimum weight. Denied.

Refund Docket No. 205. Harbison-Walker Refractories Company, complainants, v. New York Central & Hudson River Railroad Company, respondent. Refund of \$18.69 on one carload of fire brick from Mill Hall to Pittston Junction. Long and short haul clause violated. Granted.



Refund Docket No. 206. Centre Brick & Clay Company, complainant, v. New York Central & Hudson River Railroad Company, respondent. Refund of \$4.40 on one carload of building brick from Orviston to Youngdale. Long and short haul clause violated. Granted.

Refund Docket No. 207. D. N. Thomas Sand & Gravel Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$63.88 on one carload of sand from Williamsport to Coaldale. Excessive rate. Granted.

Refund Docket No. 208. P. H. Glatfelter Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$57.17 on 12 carloads of waste paper and paper scrap from Philadelphia to Spring Grove. Excessive rate. Granted.

Refund Docket No. 209. Great Eastern Smelting & Refining Works complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$7.12 on one carload of mill cinder from Chester to Philadelphia. Excessive rate. Granted.

Refund Docket No. 210. Silican Products Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$19.96 on one carload of sand from Honey Brook to Glen Rock. Excessive rate. Granted.

Refund Docket No. 211. E. Datesman, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$7.44 on one carload of hay from Montandon to Ashland. Long and short haul clause violated. Granted.

Refund Docket No. 212. Patton Clay Mfg. Company, complainant, v. New York Central & Hudson River Railroad Company, respondent. Refund of \$16.68 on one carload of sewer pipe from Patton to Yatesboro. Long and short haul clause violated. Granted.

Refund Docket No. 214. Weaver Contracting Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Waive collection of outstanding charge of \$75.13 on two carloads of Belgian blocks from Green Lane to Allentown. Excessive rate. Granted.

Refund Docket No. 215. Harrison Brothers Company, complainants, v. Philadelphia & Reading Railway Company, respondent. Refund of \$18.00 on one carload of sand from Manheim to Philadelphia. Excessive rate. Granted.

Refund Docket No. 217. Elk Tanning Company, complainant, v. New York Central & Hudson River Railroad Company, respondent. Refund of \$25.80 on one carload of lumber from Leetonia to Blossburg. Excessive rate. Granted.

Refund Docket No. 218. J. W. Gerhard, complainant, v. Lehigh Valley Railroad Company, respondent. Refund of \$114.49 on five carloads of crushed limestone from Allentown to Emaus. Excessive rate. Granted.

Refund Docket No. 219. Albert Lewis, complainant, v. Lehigh Valley Railroad Company, respondent. Waive collection of outstanding charge of \$101.19 on 20 carloads of bark from Alderson to Noxen. Excessive rate. Granted.

Refund Docket No. 220. E. Whalen, complainant, v. Erie Railroad Company, respondent. Refund of \$47.88 on four carloads of gravel from Moosic to Plains. Excessive rate. Granted.

Refund Docket No. 221. Reese-Sheriff Lumber Company, complainants, v. New York Central & Hudson Railroad Company, respondent. Refund of \$16.65 on one carload of lumber from Jersey Mills to Williamsport. Long and short haul clause violated. Granted.

Refund Docket No. 222. Charles I. Steveson, complainant, v. New York Central & Hudson River Railroad Company, respondent. Refund of \$10.20 on one carload of lumber from Jersey Mills to Williamsport. Long and short haul clause violated. Granted.

Refund Docket No. 223. Atlantic Refining Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$9.06 on three carloads of refined oil and one carload of gasoline from Franklin to Corry. Long and short haul clause violated. Granted.



Refund Docket No. 224. South Chester Tube Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$23.79 on two carloads of wrought iron pipe from Thurlow to Strattansville. Excessive rate. Granted.

Refund Docket No. 225. John A. Birkle, complainant, v. New York Central & Hudson River Railroad Company, respondent. Refund on one carload of lumber from Potts Run to Mifflinburg. Excessive rate. Withdrawn.

Refund Docket No. 226. Atlantic Refining Company, complainant, v. Baltimore & Ohio Railroad Company, respondent. Refund of \$26.29 on one carload of road oil from Point Breeze, Philadelphia to Sedgwick Station, Philadelphia. Excessive rate. Granted.

Refund Docket No. 227. Sandusky Portland Cement Company, complainant, v. Western Maryland Railway Company, respondent. Refund of \$26.56 on one hog from Hunters Run to York. Alleged damage. Denied.

Refund Docket No. 228. Atlantic Refining Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$32.30 on three carloads of petroleum asphaltum from Point Breeze to North Penn Junction, Philadelphia. Excessive rate. Granted.

Refund Docket No. 229. Silberman Brothers, complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$24.81 on one carload of old rails from Orbisonia to Lancaster. Long and short haul clause violated. Granted.

Refund Docket No. 231. Gano, Moore & Company, complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$1,100.00 on shipments of coal from various central Pennsylvania points to Philadelphia. Excessive rate. Denied.

Refund Docket No. 232. Harrisburg Light, Heat & Power Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$235.46 on eleven carloads of river coal moved within switching limits of Harrisburg. Excessive rate. Granted.

Refund Docket No. 233. Hummelstown Brownstone Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$16.79 on one carload of building stone from Brownstone to Lykens. Excessive rate. Granted.

Refund Docket No. 234. Baker & Gilbert, complainants, v. Philadelphia & Reading Railway Company, respondent. Refund of \$27.74 on one carload of cordwood from Shippensburg to Steelton. Excessive rate. Granted.

Refund Docket No. 235. Carnegie Steel Company, complainant, v. Bessemer & Lake Erie Railroad Company, respondent. Refund of \$133.94 on five carloads of rails from Bessemer to Furnace Run. Excessive rate. Granted.

Refund Docket No. 236. United Roofing & Manufacturing Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$6.00 on one carload of clay from Fleetwood to Marcus Hook. Excessive rate. Granted.

Refund Docket No. 238. Booth & Flinn, complainants, v. Ligonier Valley Railroad Company, respondent. Refund of \$374.96 on ten carloads of crushed stone from Longbridge to Beatty Mines. Excessive rate. Granted.

Refund Docket No. 239. M. Glosser & Sons, complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$15.42 on one carload of scrap iron from Leechburg to Johnstown. Excessive rate. Granted.

Refund Docket No. 240. Scranton Lodge No. 123, B. P. O. E., complainant, v. Wilkes-Barre & Hazleton Railway Company, respondent. Refund of \$35.50 on a party fare of 142 passengers from Scranton to Hazleton. Excessive rate. Granted.

Refund Docket No. 241. United Commercial Travelers of America, Council No. 216, complainant, v. Bessemer & Lake Erie Railroad Company, respondent. Waive Collection of outstanding charge of \$91.00, the deficit on guarantee of special excursion train from Erie to Conneautville. Excessive rate. Denied.

Refund Docket No. 242. Lehigh Valley Coal Company, complainant, v. Lehigh Valley Railroad Company, respondent. Refund of \$87.42 on four carloads of unprepared anthracite coal from Primrose Colliery, near Mahanoy City, to Park No. 2 Colliery, near Park Place. Excessive rate. Granted.

Refund Docket No. 243. Gimbel Brothers, complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$.50 on shipment of one empty trunk from Philadelphia to East End, Pittsburgh. Error in billing. Granted.

Refund Docket No. 244. Dover Fire Brick Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$16.44 on two carloads of fire brick from North Bend to James City. Excessive rate. Granted.

Refund Docket No. 245. Patton Clay Manufacturing Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$55.94 on eight carloads of sewer pipe from Patton to Altoona. Long and short haul clause violated. Granted.

Refund Docket No. 246. Van Brunt Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$36.18 on one carload of sand from Philadelphia to Cynwyd. Long and short haul clause violated. Granted.

Refund Docket No. 247. E. J. Johnson, complainant, v. Maryland & Pennsylvania Railroad Company, respondent. Refund of \$29.34 on one carload of roofing slate from Delta to Roaring Branch. Excessive rate. Denied.

Refund Docket No. 248. Pittsburgh Plate Glass Company, complainant, v. Pennsylvania Railroad Company, respondent. Waive collection of outstanding charge of \$1,576.14 on 41 carloads of anthracite coal screenings from Erie to Ford City, Creighton and Tarentum. Excessive rate. Granted.

Refund Docket No. 250. J. E. Dare, complainant, v. Pennsylvania Railroad Company, respondent. Waive collection of outstanding charge of \$29.36 on one carload of cordwood from Van Dyke to Harrisburg. Long and short haul clause violated. Granted.

Refund Docket No. 251. Pennsylvania Enamel Sink Company, complainant, v. Buffalo, Rochester & Pittsburgh Railway Company, respondent. Refund of \$27.89 on one carload of sand from Pittsburgh to Indiana. Excessive rate. Granted.

Refund Docket No. 252. Mrs. Jas. Wentz, complainant, v. Central Railroad Company of New Jersey, respondent. Waive collection of outstanding charge of \$24.90 on one carload of sand from Palmerton to West Hazleton. Long and short haul clause violated. Granted.

Refund Docket No. 253. Luria Brothers & Company, complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$17.94 on one carload of scrap iron from Altoona to Bristol. Excessive rate. Denied.

Refund Docket No. 255. Jefferson Supply Company, complainant, v. Buffalo, Rochester & Pittsburgh Railway Company, respondent. Refund of \$44.00 on two carloads of cinders from Iselin to McIntyre. Excessive rate. Granted.

Refund Docket No. 256. Dougherty & Winans, complainants, v. Lehigh Valley Railroad Company, respondent. Refund of \$137.31 on five carloads of stone from South Montrose and Springville to Plymouth. Long and short haul clause violated. Granted.

Refund Docket No. 257. Rhinhart Brothers, complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$219.95 on nine carloads of crushed stone from Rumbaugh to Mutual. Excessive rate. Granted.

Refund Docket No. 258. Atlantic Refining Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$3.07 on a L. C. L. shipment of petroleum grease from DuBois to James City. Excessive rate. Granted.

Refund Docket No. 259. H. C. Frick Coke Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$62.14 on two carloads of slag from Marguerite to Calumet. Excessive rate. Granted.

Refund Docket No. 260. J. K. Davison & Brother, complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$322.30 on eleven carloads of gravel from Pittsburgh to Spartansburg. Excessive rate. Granted.

Refund Docket No. 261. Texas Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$97.50 on three carloads of furnace refuse from Chester to Marcus Hook. Excessive rate. Granted.

Refund Docket No. 262. J. K. Davison & Brother, complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$623.55 on nine carloads of sand from Coleman to Cairnbrook. Excessive rate. Granted.

Refund Docket No. 263. Royal Brick Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$28.16 on one carload of brick from Connellsville to Crossland Ovens. Excessive rate. Denied.

Refund Docket No. 264. O. W. Ketchum, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$37.62 on five carloads of brick bats from Chester to Crum Lynne. Excessive rate. Granted.

Refund Docket No. 265. Mrs. F. W. Reese, complainant, v. Erie Railroad Company, respondent. Refund of \$.53 on a trunk shipped from Union City to Sharon. Wrong coupon punched by baggage master. Granted.

Refund Docket No. 266. Universal Portland Cement Company, complainant, v. Bessemer & Lake Erie Railroad Company, respondent. Refund of \$39.44 on two carloads of cement from Universal to Friedenheim. Long and short haul clause violated. Granted.

Refund Docket No. 267. J. K. Mosser Company, complainant, v. Lehigh Valley Railroad Company, respondent. Refund of \$17.94 on one carload of bark from Dimock to Noxen. Long and short haul clause violated. Granted.

Refund Docket No. 268. Lycoming Timber & Lumber Company, complainant, v. Lehigh Valley Railroad Company, respondent. Refund of \$20.62 on one carload of mine props from Saegersville to Middleport. Excessive rate. Granted.

Refund Docket No. 269. DeFrain Sand Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$9.17 on one carload of pebbles from Wissahickon to East Falls. Excessive rate. Granted.

Refund Docket No. 270. Steelton Store Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$14.02 on one carload of slab wood from Auchey to Steelton. Excessive rate. Granted.

Refund Docket No. 271. Scranton Pump Company, complainant, v. Delaware & Hudson Company, respondent. Refund of \$6.04 on two carloads of scrap iron from Carbondale to Green Ridge. Long and short haul clause violated. Granted.

Refund Docket No. 272. John A. Birkle, complainant, v. Lehigh Valley Railroad Company, respondent. Refund of \$15.50 on one carload of lumber from Ulster to Berwick. Long and short haul clause violated. Granted.

Refund Docket No. 273. L. H. Hileman & Company, complainant, v. Bessemer & Lake Erie Railroad Company, respondent. Refund of \$224.32 on four carloads of furnace slag from Bessemer to Echo, destined for Yatesboro. Excessive rate. Granted.

Refund Docket No. 274. Osborn Machine Company, complainant, v. Buffalo, Rochester & Pittsburgh Railway Company, respondent. Refund of \$70.00 on shipment of one locomotive from Falls Creek to DuBois and return. Excessive rate. Granted.

Refund Docket No. 275. Apollo Steel Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$21.43 on four carloads of galvanized sheet steel from Apollo to Hyde Park. Excessive rate. Granted.

Refund Docket No. 276. Cambria Steel Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$1,146.34 on thirteen carloads of ganister steel from Claysburg to Johnstown. Long and short haul clause violated. Granted.



Refund Docket No. 277. National Tube Company, complainant, v. Pennsylvania Railroad Company and Baltimore & Ohio Railroad Company, respondents. Waive collection of outstanding charge of \$10,888.29 on 345 cars of limestone from Hollidaysburg District to McKeesport. Excessive rate. Granted.

Refund Docket No. 278. Treadwell Engineering Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$1.00 on one shipment of steel from Coatesville to Easton. Error in billing. Granted.

Refund Docket No. 279. George P. Bassett, complainant, v. Pennsylvania Railroad Company, respondent. Refund on one carload of coal from Export to Union City. Excessive rate. Denied.

Refund Docket No. 280. Atlantic Refining Company, complainant, v. Baltimore & Ohio Railroad Company, respondent. Refund of \$130.87 on seven carloads of solid petroleum asphaltum from Point Breeze to Eddystone. Long and short haul clause violated. Granted.

Refund Docket No. 287. Punxsutawney Foundry & Machine Company, complainant, v. Buffalo, Rochester & Pittsburgh Railway Company, respondent. Refund of \$132.62 on three carloads of rough stone from Frances Mine to Punxsutawney. Excessive rate. Granted.

Refund Docket No. 288. Atlantic Refining Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$23.33 on one carload of petroleum coke from Point Breeze to Greenmount Siding, Philadelphia. Excessive rate. Granted.

Refund Docket No. 289. Wayne Lumber Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$9.18 on one carload of lumber from Honesdale to Shackamaxon Street Station, Philadelphia. Excessive rate. Granted.

Refund Docket No. 290. Wyoming Lumber Company, complainant, v. New York, Ontario & Western Railway Company, respondent. Refund of \$25.85 on two carloads of smokewood from Lakewood to Wilkes-Barre. Excessive rate. Granted.

Refund Docket No. 291. Reading Machinery Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$21.00 on one carload of pig iron from Dunaghtmore to Glen Rock. Joint through rate in excess of sum of local charges. Granted.

Refund Docket No. 292. Fisk & Company, complainant, v. New York Central & Hudson River Railroad Company, respondent. Waive collection of outstanding charge of \$12.50 on one carload of brick from Ridgway to Wellsboro. Excessive minimum weight. Denied.

Refund Docket No. 293. Alex. Chambley, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$23.25 on one carload of rough building stone from Wyndmoor to Lansdale. Excessive rate. Granted.

Refund Docket No. 294. New York & Pennsylvania Company, complainant, v. Buffalo, Rochester & Pittsburgh Railway Company, respondent. Refund of \$190.31 on thirteen carloads of wooden ties from Bingham to Johnsonburg. Excessive rate. Granted.

Refund Docket No. 295. Williams & Freedman, complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$7.11 on one carload of scrap iron from Duncannon to Harrisburg. Excessive rate. Granted.

Refund Docket No. 295. Farmers' Fertilizer Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$19.12 on three carloads of agricultural lime from Sharpsburg to Culmerville and Curtisville. Excessive rate. Granted \$10.00 on the two cars moving subsequent to January 1st, 1915, denied \$9.12 on one car moving prior to January 1st, 1914.

Refund Docket No. 297. Herbert DuPuy, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$14.82 on one carload of cordwood from Crucible to Shadyside. Excessive rate. Granted.



Refund Docket No. 298. Westmoreland Brick Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$20.74 on one carload of fire brick from Hunker to New Kensington. Excessive rate. Granted.

Refund Docket No. 300. Thomas Iron Company, complainant, v. Central Railroad Company of New Jersey, respondent. Refund of \$16.22 on one carload of pig iron from Hokendauqua to Lansford. Excessive rate. Granted.

Refund Docket No. 303. A. M. Bloom, et al., complainants, v. Richland Township Water Company, respondent. Refund of \$9.90 on the annual charges of the respondent owing to drought by reason of which they were not able to supply complete service. Granted.

Refund Docket No. 304. Hungarian Reformed Church, et al., complainants, v. Paint Township Water Company, respondent. Refund of \$95.32 on the annual charges of the respondent owing to drought by reason of which they were not able to supply complete service. Granted.

Refund Docket No. 305. Slavish Catholic Parsonage, et al., complainants, v. Paint Township Water Company, respondent. Refund of \$119.30 on the annual charges of the respondent owing to drought, by reason of which they were not able to supply complete service. Granted.

Refund Docket No. 306. United Engineering & Foundry Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$47.40 on one carload of sand from Cabot to Vandergrift. Excessive rate. Granted.

Refund Docket No. 307. A. L. Derry & Company, complainant, v. Delaware & Hudson Company, respondent. Refund of \$50.09 on two carloads of scrap iron from Dickson to Green Ridge. Long and short haul clause violated. Granted.

Refund Docket No. 308. H. W. Dodd, complainant, v. Philadelphia & Reading Railway Company, respondent. Waive collection of outstanding charge of \$8.92 on L. C. L. shipment of household goods from Columbia to Mahanoy City. Error in billing. Granted.

Refund Docket No. 309. Eastern Paving Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$21.85 on two carloads of stone from Erie Avenue Station, Philadelphia, to Third and Luzerne Sts. Station, Philadelphia. Excessive rate. Denied.

Refund Docket No. 311. Falls Creek Sand & Stone Company, complainant, v. Buffalo, Rochester & Pittsburgh Railway Company, respondent. Refund of \$63.18 on two carloads of crushed stone from Falls Creek to Smethport. Excessive rate. Granted.

Refund Docket No. 312. Burke Electric Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$12.09 on shipment of electrical machinery from Port Allegheny to Erie. Excessive rate. Denied.

Refund Docket No. 313. Oil Well Supply Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$8.41 on L. C. L. shipment of sucker rods and parts from Oil City to Fieldmore Springs. Error in billing. Granted.

Refund Docket No. 314. Cambria Steel Company, complainant, v. Baltimore & Ohio Railroad Company, respondent. Refund of \$2.38 on one carload of coal from Moxham Siding to Johnstown. Long and short haul clause violated. Granted.

Refund Docket No. 315. Lewis Robison, complaint, v. Pennsylvania Railroad Company, respondent. Refund of \$11.77 on three carloads of scrap iron from West Chester to Harrisburg. Excessive rate. Granted.

Refund Docket No. 316. Cambria Steel Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$36.58 on two carloads of screenings from Carlin to Morrellville. Excessive rate. Granted.

Refund Docket No. 317. F. Nardy & Brothers, complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$24.60 on one carload of cinders from Broad Street and Washington Avenue Station, Philadelphia to Chestnut Hill. Excessive rate. Granted.

Refund Docket No. 318. J. E. Baker Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$4.92 on one carload of crushed stone from Chickies to Middletown. Long and short haul clause violated. Granted.

Refund Docket No. 319. Cambria Steel Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$1,347.22 on 109 carloads of limestone from Carlin to Morrellville. Excessive rate. Granted.

Refund Docket No. 320. Pennsylvania Lumber Company, complainant, v. New York Central Railroad Company, Line East, respondent. Refund of \$11.13 on one carload of lath from Tiadaghton to Knoxville. Excessive rate. Granted.

Refund Docket No. 321. Atlantic Refining Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$20.17 on one carload of gasoline from Pittsburgh to West Newton. Long and short haul clause violated. Granted.

Refund Docket No. 322. Reese-Sheriff Lumber Company, complainant, v. New York Central Railroad Company, Line East, respondent. Refund of \$17.04 on one carload of lumber from Westover to Picture Rocks. Long and short haul clause violated. Granted.

Refund Docket No. 323. Pittsburgh Steel Company, complainant, v. Pittsburgh & Lake Erie Railroad Company, respondent. Refund of \$4.77 on one carload of machinery from Monessen to Pittsburgh. Excessive rate. Granted.

Refund Docket No. 324. Atlantic Refining Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$8.58 on four carloads of gasoline from Franklin to Corry. Excessive rate. Granted.

Refund Docket No. 325. DeFrain Sand Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$96.69 on four carloads of pebbles Philadelphia to Grassland. Long and short haul clause violated. Granted.

Refund Docket No. 326. McGinley Cut Stone Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$96.39 on three carloads of curb stone from Stone Quarry to Altoona. Long and short haul clause violated. Granted.

Refund Docket No. 327. S. D. Warriner, complainant, v. Lehigh Valley Railroad Company, respondent. Refund of \$74.08 on three carloads of manure from Wilkes-Barre to Montrose. Excessive rate. Granted.

Refund Docket No. 328. Horace Ruger, complainant, v. Lehigh Valley Railroad Company, respondent. Refund of \$7.42 on one carload of coping stone from Skinners Eddy to Glen Summit Springs. Excessive rate. Granted.

Refund Docket No. 329. Paterson Clay Products Company, complainant, v. New York Central Railroad Company, Line East, respondent. Refund, of \$83.49 on three carloads of building brick from Clearfield to Pompey. Excessive rate. Granted.

Refund Docket No. 330. Herrick Construction Company, complainant, v. Lehigh Valley Railroad Company, respondent. Refund of \$62.06 on four carloads of stone from Meshoppen, Skinners Eddy and Laceyville to Wyoming. Long and short haul clause violated. Granted.

Refund Docket No. 331. Davis Brothers, complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$31.80 on nine carloads of scrap iron from 52nd Street Station, Philadelphia, to Midvale, Philadelphia. Long and short haul clause violated. Granted.

Refund Docket No. 332. Warren Oil Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$63.59 on two carloads of gasoline from Roystone to Struthers. Excessive rate. Granted.

- Refund Docket No. 333. United Refining Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$24.52 on one carload of gasoline from Roystone to Struthers. Excessive rate. Granted.
- Refund Docket No. 334. Ellwood Sand Company, complainant, v. Pittsburgh & Lake Erie Railroad Company, respondent. Waive collection of outstanding charges of \$15.45 and refund of \$52.76 on five carloads of sand from West Ellwood Junction to Ellwood Junction. Excessive rate. Granted.
- Refund Docket No. 335. Harbison-Walker Refractories Company, complainant, v. New York Central Railroad Company, Line East, respondent. Refund of \$76.35 on two carloads of brick from Krebs to Linn. Long and short haul clause violated. Granted.
- Refund Docket No. 336. Lycoming Timber and Lumber Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$102.85 on shipments of lumber from Port Richmond, Philadelphia to Natalie. Excessive rate. Denied.
- Refund Docket No. 337. Grant Shuster, complainant, v. Pennsylvania Railroad Company, respondent. Waive collection of outstanding charge of \$92.00 on one carload of horses from East Brady to Freeport. Long and short haul clause violated. Granted.
- Refund Docket No. 339. W. H. Humphrey, complainant, v. Western Allegheny Railroad Company, respondent. Refund of \$31.47 on one carload of limestone screenings from Kaylor to Portersville. Excessive rate. Granted.
- Refund Docket No. 340. Lehigh Valley Coal Company, complainant, v. Lehigh Valley Railroad Company, respondent. Refund of \$32.87 on one carload of manure from Wilkes-Barre to Lake Carey. Excessive rate. Granted.
- Refund Docket No. 341. Martin Brick Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$52.67 on two carloads of brick from Cowan to Elensburg. Excessive rate. Granted.
- Refund Docket No. 342. Cambria Steel Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$2.23 on one carload of limestone from Pleasant Gap to Morrellville. Excessive rate. Granted.
- Refund Docket No. 343. Schlichter-Jute Cordage Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$6.07 on three carloads of jute from Dock Street, Philadelphia to Frankford, Philadelphia. Long and short haul clause violated. Granted.
- Refund Docket No. 344. McGinley Cut Stone Company, complainant, v. Pennsylvania Railroad Company, respondent. Waive collection of outstanding charge of \$165.94 and refund of \$21.78 on six carloads of curb stone from Stone Quarry to Altoona. Excessive rate. Granted.
- Refund Docket No. 345. Universal Portland Cement Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$65.35 on two carloads of cement from Munhall to McKinley. Excessive rate. Granted.
- Refund Docket No. 346. National Slag Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$169.08 on five carloads of slag from South Bethlehem to 58th Street Station, Philadelphia. Long and short haul clause violated. Granted.
- Refund Docket No. 347. A. T. McClure, complainant, v. Reynoldsville & Falls Creek Railroad Company, respondent. Refund of \$66.00 on six carloads of brick bats moved within the switching limits of Reynoldsville. Excessive rate. Granted.
- Refund Docket No. 348. St. Marys Sewer Pipe Company, complainant, v. Pittsburgh, Shawmut & Northern Railroad Company, respondent. Refund of \$28.60 on two carloads of scrap sewer pipe from St. Marys to Elk County Home. Excessive rate. Granted.



Refund Docket No. 349. Campbell's Ledge Stone Company, complainant, v. Lehigh Valley Railroad Company, respondent. Refund of \$84.27 on sixteen carloads of crushed stone from Coxton to Port Blanchard. Long and short haul clause violated. Granted.

Refund Docket No. 350. Williams and Freedman, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$11.00 on one carload of scrap iron from Orbisonia to Harrisburg. Excessive rate. Granted.

Refund Docket No. 351. Girard Iron & Metal Company, complainant, v. Baltimore & Ohio Railroad Company, respondent. Refund of \$58.57 on two carloads of scrap iron from Pennsylvania Salt Manufacturing Company Siding, Philadelphia to Coral Street Station, Philadelphia. Excessive rate. Granted.

Refund Docket No. 352. Kittanning Brick & Fire Clay Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$23.40 on two carloads of common brick from Kittanning to Sykensville. Excessive rate. Granted.

Refund Docket No. 353. F. W. Tunnell & Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$29.71 on four carloads of cocoanut refuse from Tioga Street Station, Philadelphia, to Ontario Street Station, Philadelphia. Excessive rate. Granted.

Refund Docket No. 354. Verona Steel Castings Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$17.58 on one carload of dolomite from Butler to Verona. Excessive rate. Granted.

Refund Docket No. 355. Gambel Gheen Company, complainant, v. Pennsylvania Railroad Company, respondent. Waive collection of outstanding charge of \$17.85 on one carload of bulk wheat from Petersburg to Bellefonte. Excessive rate. Granted.

Refund Docket No. 356. George B. Markle Company, complainant, v. Lehigh Valley Railroad Company, respondent. Waive collection of outstanding charge of \$275.20 on twenty carloads of unprepared coal from Jeddo Colliery No. 4 to Highland Colliery No. 5. Excessive rate. Granted.

Refund Docket No. 357. Elizabethtown Milling Company, et al., complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$68.46 and waiver of collection of outstanding charge of \$656.66 on 232 carloads of anthracite coal from Lykens, Short Mountain and Williamstown to Elizabethtown and Lenker. Excessive rate due to error in application of tariff. Granted.

Refund Docket No. 358. Virginia Pine Lumber Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$46.59 on four carloads of mine timber from Port Richmond, Philadelphia, to Natalie. Excessive rate. Denied.

Refund Docket No. 359. Althouse Stone Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$11.50 on one carload of stone from Port Clinton to New Philadelphia. Long and short haul clause violated. Granted.

Refund Docket No. 360. Souder Concrete Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$3.00 on one carload of concrete pipe from Lansdale to Walnutport. Error in billing. Granted.

Refund Docket No. 361. Auburn Shale Brick Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$7.74 on three carloads of brick from Gettysburg to Bendersville. Excessive rate. Granted.

Refund Docket No. 362. Vanderstucken-Ewing Construction Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$1.40 on two carloads of pipe from Philadelphia to Bethlehem. Error in billing. Granted.



Refund Docket No. 363. Carnegie Steel Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$28.01 on two carloads of steel rails from Bessemer to Eureka Colliery No. 29. Excessive rate. Granted.

Refund Docket No. 364. York Manufacturing Company, complainant, v. Philadelphia & Reading Company, respondent. Refund of \$7.74 on one carload of ice machinery parts from Philadelphia to York. Error in billing. Granted.

Refund Docket No. 366. West Virginia Pulp & Paper Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$21.38 on one carload of agricultural lime from Tyrone to Frankstown. Excessive rate. Granted.

Refund Docket No. 367. John Meehan & Son, complainants, v. Pennsylvania Railroad Company, respondent. Waive collection of outstanding charge of \$12.00 on one carload of land lime from Narcissa to Masontown. Excessive rate. Granted.

Refund Docket No. 368. Williams & Freedman, complainant, v. East Broad Top Railroad & Coal Company, respondent. Refund of \$92.07 on three carloads of fire brick from Orbisonia to Lewistown, Pennsylvania Railroad delivery. Excessive rate. Granted.

Refund Docket No. 369. E. Datesman, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$8.14 on one carload of ear corn from Milton to Wilkes-Barre. Excessive minimum weight. Granted.

Refund Docket No. 371. Allentown Iron Manufacturing Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$27.99 on one carload of iron ore from Fritztown to Allentown. Excessive rate. Granted.

Refund Docket No. 373. E. B. Rader, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$57.19 on four carloads of brick from Saylor to Seiple. Excessive rate. Granted.

Refund Docket No. 374. Gloninger & Maxwell, complainants, v. Baltimore & Ohio Railroad Company, respondent. Refund of \$15.17 on one carload of pulp wood from Fairhope to Roaring Spring. Combination of local commodity rates in excess of joint through rate. Granted.

Refund Docket No. 376. H. C. Frick Coke Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$70.05 on two carloads of brick bats from Leckrone to Darent. Excessive rate. Granted.

Refund Docket No. 378. U. S. Cast Iron Pipe & Foundry Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$36.02 on one carload of cast iron pipe from Scottdale to Clarion. Excessive rate. Granted.

Refund Docket No. 379. Pittsburgh Plate Glass Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$416.60 on 34 carloads of waste plaster from Kittanning to Ford City. Excessive rate. Granted.

Refund Docket No. 381. James Manufacturing Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$113.99 on thirteen carloads of bituminous coal from Hawthorn and Cresson to East Kane. Excessive rate. Granted.

Refund Docket No. 383. Mrs. Emma Lilac, complainant, v. Buffalo & Susquehanna Railroad Corporation, respondent. Waive collection of outstanding charge of \$.46 on L. C. L. shipment of freight from Uniontown to DuBois. Uncollectable balance. Denied.

Refund Docket No. 384. Atlantic Refining Company, complainant, v. Baltimore & Ohio Railroad Company, respondent. Refund of \$41.08 on one carload of petroleum road oil from Point Breeze to Tabor. Excessive rate. Granted.

Refund Docket No. 385. General Smelting Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$15.00 on one carload of zinc dross from Norristown to Germantown Road. Long and short haul clause violated. Granted.

Refund Docket No. 386. Canfield Oil Company, complainant, v. Pittsburgh & Lake Erie Railroad Company, respondent. Refund of \$49.18 on six carloads of paraffine distillate from Coraopolis to Newville Island. Excessive rate. Granted.

Refund Docket No. 387. Thomas Iron Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$459.53 on thirteen carloads of iron ore from Balliets to Alburtis. Excessive rate. Granted.

Refund Docket No. 388. R. D. Snyder, complainant, v. Maryland & Pennsylvania Railroad Company, respondent. Refund of \$28.00 on five carloads of ice from Castle Fin to Delta. Excessive rate. Granted.

Refund Docket No. 389. Jos. Joseph & Bros., complainants, v. Philadelphia & Reading Railway Company, respondent. Waive collection of outstanding charges of \$215.22 on seventeen carloads of scrap iron from Washington Avenue, Philadelphia, to Modena. Excessive rate. Granted.

Refund Docket No. 390. W. C. Wright, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$23.00 on one carload of building sand from Dungarvin to East Liberty. Excessive rate. Granted.

Refund Docket No. 391. E. E. Clark, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$48.42 on one carload of building sand from Dungarvin to Shadyside. Excessive rate. Granted.

Refund Docket No. 392. Harding & Fancourt, complainants, v. Lehigh Valley Railroad Company, respondent. Refund of \$4.02 on one L. C. L. shipment of soap from Philadelphia to Allentown. Error in billing. Granted.

Refund Docket No. 393. Pittsburgh Plate Glass Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$15.12 on one carload of wall plaster from Ford City to Hastings. Excessive rate. Granted.

Refund Docket No. 411. H. F. Watson Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$33.24 on four carloads of hair waste and sweepings from Fairhill Station, Philadelphia, to Erie. Excessive rate. Denied.

Refund Docket No. 413. Ida G. McGee, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$46.62 on one carload of sand from Montandon to Green Ridge. Combination of locals in excess of through joint rate. Granted.

Refund Docket No. 414. Morris Weil's Sons, complainants, v. Pennsylvania Railroad Company, respondent. Refund of \$33.04 on four carloads of scrap iron from West Chester to Lancaster. Long and short haul clause violated. Granted.

Refund Docket No. 416. Whiteland Silica Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$18.11 on one carload of sand from Exton to Allsworth. Excessive rate. Denied.

Refund Docket No. 417. Walkers Mills Stone & Brick Company, complainant, v. Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company, respondent. Refund of \$46.44 on four carloads of rubble stone from Walkers Mills to Aspinwall. Excessive rate. Granted.

Refund Docket No. 418. J. F. Shaffer, complainant, v. Delaware, Lackawanna & Western Railroad Company, respondent. Refund of \$6.80 on one carload of lumber from Shickshinny to Dickson. Excessive rate. Granted.

Refund Docket No. 422. Nitrogeneous Chemical Company, complainant, v. Baltimore & Ohio Railroad Company, respondent. Refund of \$253.41 on twelve carloads of scum cake from Spreckles Sugar Refinery to Nitrogeneous Chemical Company's plant, all within the city limits of Philadelphia. Excessive rate. Granted.

Refund Docket No. 423. Bryden Horse Shoe Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$98.85 on six carloads of horse shoes from Catasauqua to Philadelphia. Excessive rate. Denied.

Refund Docket No. 424. E. B. Leaf Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$19.50 on one carload of steel turnings from Wilkes-Barre to Phoenixville. Long and short haul clause violated. Granted.

Refund Docket No. 425. G. R. McAbee Powder & Oil Company, complainant, v. Pennsylvania Railroad Company, respondent. Refund of \$7.96 on L. C. L. shipment of high explosives from Tunnelton to Cairnbrook. Excessive rate. Granted.

Refund Docket No. 426. W. H. Newborn & Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Waive Collection of outstanding charges of \$1.47 on L. C. L. shipment of empty bottles from Royersford to Lehigh-ton. Excessive storage charges. Granted.

Refund Docket No. 428. B. Ridgway & Son, complainants, v. Lehigh Valley Railroad Company, respondent. Refund of \$28.70 on five carloads of building stone from Meshoppen to Bellefonte. Excessive rate. Denied.

Refund Docket No. 429. Weston H. Kern, complainant, v. Lehigh Valley Railroad Company, respondent. Refund of \$22.57 on one carload of crushed stone from Allentown to Best. Thorough joint rate in excess of combination of local rates. Granted.

Refund Docket No. 432. H. F. Mitchell Company, complainant, v. Philadelphia & Reading Railway Company, respondent. Refund of \$10.49 on one carload of manure from Gibson's Point to Torresdale. Excessive rate. Granted.

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**SUPPLEMENT 6.**

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**BUREAU OF RATES AND TARIFFS.**

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**ADMINISTRATIVE RULING NO. 6.**

**IN THE MATTER OF DISCOUNTS FOR PROMPT PAYMENT AND  
PENALTIES FOR DELAYED PAYMENT OF BILLS.**

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ADMINISTRATIVE RULING No. 6.

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IN THE MATTER OF DISCOUNTS FOR PROMPT PAYMENT  
AND PENALTIES FOR DELAYED PAYMENT OF BILLS.

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Article 3, Section 1, sub-section (c), of The Public Service Company Law, which went into full force and effect January 1st, 1914, provides, that any public service company

“may require the payment of charges in advance, the making of reasonable minimum payments and deposits to secure future payments of such charges; or it may allow discounts for prompt payments of the same, or impose penalties for failure to pay promptly; Provided, That, such advance charges, minimum payments, deposits, discounts, or penalties are reasonable and apply equally and without discrimination or preference to all shippers, consumers, and patrons, under like conditions and under similar circumstances,” and

Article 2, Section 1, sub-section (d), of said Act of Assembly further provides that

“Every public service company shall also file with and as a part of such tariffs and schedules and post, as directed, all rules and regulations that in any manner affect the said prices, charges, rates, fares, tolls, or other compensation.”

Under the above provisions of the law, all public service companies imposing penalties for failure to pay bills promptly, or allowing discounts for prompt payments of bills, must provide in their posted and filed tariffs or in their rules and regulations which are part of said tariffs a rule clearly stating the said purpose for which, and the exact circumstances and conditions under which, penalties are imposed and discounts allowed, and in the case of allowance of discounts, stating also, in clear and unambiguous terms, whether or not payments mailed, as evidenced by the United States post office mark, on or previous to the last day of the discount period, will be deemed by the company to be a payment of the bill within such discount period.

No opinion is here expressed with respect to the propriety of the continuance or adoption of a rule providing for the mailing of payment on the last day of the discount period, but this ruling is issued merely for the purpose of requiring that such practices as are in vogue, or as may be adopted, shall be clearly set forth in the tariff and applied equally and without discrimination or preference to all shippers, consumers and patrons, under like conditions and under similar circumstances, as provided by the aforesaid Act of Assembly.

It is hereby ordered: That all public service companies shall comply with the above ruling by supplement to or re-issues of existing tariffs, on or before March 1st, 1915, on five days previous notice to this Commission and the public, posted and filed as required by law.

THE PUBLIC SERVICE COMMISSION  
OF THE  
COMMONWEALTH OF PENNSYLVANIA.

Attest:

A. B. MILLAR,  
*Secretary.*

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**SUPPLEMENT 7.**

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**BUREAU OF RATES AND TARIFFS.**

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**ADMINISTRATIVE RULING NO. 7.**

**IN THE MATTER OF THE SALE OF COMMUTATION AND TERM  
TICKETS ON OR BEFORE THE DATE OF THE INITIAL TRIP.**

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ADMINISTRATIVE RULING No. 7.

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IN THE MATTER OF THE SALE OF COMMUTATION AND  
TERM TICKETS ON OR BEFORE THE DATE OF THE INITIAL  
TRIP.

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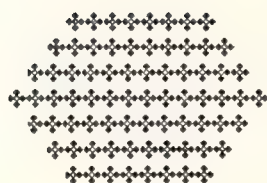
In order that all purchasers of monthly, quarterly, or other forms of commutation and term tickets, not including five-hundred mile and one-thousand mile tickets, may obtain the full benefit of the limit during which such tickets are valid, and for the further convenience of passengers using such forms of tickets to or from non-agency stations, they shall be sold, upon application, at least one day in advance of the date the initial trip is to be made.

If the initial trip is to be made on Monday, such tickets may be purchased on the preceding Saturday or Sunday.

In applying for a ticket of this description, the purchaser must declare the date upon which such initial trip is to be made, which date should be prominently shown on ticket, accompanied by a statement indicating that ticket will not be valid prior to the date of such initial trip, as indicated.

Necessary corrections to existing tariffs may be made by supplements or reissues upon five days' notice to this Commission, which tariffs or supplements should indicate that such issue is made "By authority of The Public Service Commission of the Commonwealth of Pennsylvania, Administrative Ruling No. 7, of April 9, 1915."

A. B. MILLAR,  
*Secretary.*



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SUPPLEMENT 8.

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BUREAU OF RATES AND TARIFFS.  
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NOTICE TO COMMISSION OF COMPLIANCE WITH ITS ORDERS.

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## PROPOSED SUBSTITUTION FOR RULE 39 OF THE RULES OF PRACTICE BEFORE THE COMMISSION.

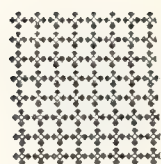
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Upon the issuance by the Commission of an Order against any public service company or companies, such public service company or companies most promptly, upon compliance with its requirements, notify the Secretary that action has been taken, in conformity with the order.

Rates prescribed by the Commission in its decisions and orders after hearings in formal complaints shall, in every instance, be promulgated by the carriers against which such orders are entered in duly published, filed, and posted tariffs, or supplements to tariffs, and notice in duplicate shall be sent to the Commission that its order in Case No. — has been complied with in item —, page — of — Tariff, P. S. C. Pa. No. —, accompanied by two copies of such tariff or supplement. The tariffs or supplements required to accompany such notices as above indicated will be in addition to the copy regularly filed with the Bureau of Rates and Tariffs.

Unless otherwise specified in the Order in the case, such tariff or supplement must be made effective upon statutory notice to the Commission and to the public, and whether made effective on less than statutory notice, under authority granted in the Order in the case, or upon statutory notice, shall bear on its title page notation: "In compliance with order of The Public Service Commission of the Commonwealth of Pennsylvania, in Case No. —."

If the Order of the Commission affects any individual item or items in a tariff, above notation shall be shown in connection with said item or items, and shall be repeated in each reissue thereof during the period of effectiveness of the Commission's order.



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## **SUPPLEMENT 9.**

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**BUREAU OF RATES AND TARIFFS.**

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**IN THE MATTER OF POSTING OF TARIFFS AND NOTICES DIRECT-  
ING ATTENTION THERETO IN OFFICES AND STATIONS  
OF RAILROAD COMPANIES.**

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## TARIFF CIRCULAR NO. 3.

### POSTING OF TARIFFS AND NOTICES DIRECTING ATTENTION THERETO IN OFFICES AND STATIONS OF RAILROAD COMPANIES.

The Public Service Company Law of the Commonwealth of Pennsylvania, approved July 26th, 1913, provides:

#### "ARTICLE II.

Section 1. It shall be the duty of every public service company—

- (d) Whenever and in the form required by the commission to file with the commission tariffs and schedules, showing prices, charges, rates, fares tolls, or other compensation asked, demanded, or received for any service rendered or furnished by said company, and, if a common carrier, showing the method of distribution of trains, cars, vehicles, boats, motive power, or other facilities operated or owned by said common carrier. It shall also be the duty of every public service company to post and publish such tariffs and schedules including, if a common carrier, schedules showing the method of distribution of trains, cars vehicles, boats, motive power, or other facilities, in every office or station of said public service company open to the public, where payments are made by shippers, consumers, users or patrons, in such manner, form, and place in such office or station as to be readily accessible, and so that the said tariffs and schedules may be conveniently inspected by the public, and, similarly, in such other places as the commission may require. In case of railroad or other common carriers, telegraph and telephone corporations, such tariffs and schedules shall conform to those required by the Interstate Commerce Commission. Every public service company shall also file with, and as part of, such tariffs and schedules, and post as directed, all rules and regulations that in any manner affect the said prices, charges, rates, fares, tolls, or other compensation, or the distribution of trains, cars, vehicles, boats, motive power, or other facilities. Upon application, the commission may limit and restrict the number and character of such tariffs and schedules, and the number of offices or stations at which the same are required to be posted, as aforesaid.
- (e) Where any public service company jointly acts or participates or connects with any other public service company in the performance of any service, to make and file with the commission, when so required by it, and post and publish as hereinbefore provided, the tariffs or schedules of the joint rates, prices, charges, fares, or tolls adopted or in force between them \* \* \* \*

Provided, however, That the tariffs or schedules of such joint rates, prices, charges, fare, or tolls need only be filed by one of the said public service companies; and the other company or companies, with the consent and approval of the Commission, need only file such evidence of concurrence therein or acceptance thereof as may be required by the commission." \* \* \* \*

The following rules and regulations are hereby promulgated to govern RAILROAD COMPANIES (hereinafter referred to as "carriers") in complying with the above provision of The Public Service Company Law with respect to intra-state traffic:

Each of such carriers whose lines reach Philadelphia or Pittsburgh, either over its own rails or by trackage rights, or by boat lines, or by ferry, shall provide and maintain at each of the said cities so reached by it, and at its principal office—if such principal office is in Pennsylvania—a complete file of the tariff publications which it issues or is a party to, which files shall be in charge of an employe of the carrier, who shall give desired information and assistance to those who may wish to consult such file. This file of tariffs shall be open and accessible to the public on the ordinary business days and during the ordinary business hours of the said office. If the principal office is located at Pittsburgh or Philadelphia, only one complete file is necessary in each of these cities.

Each of such carriers whose principal office is not in Pennsylvania and whose lines do not reach Philadelphia or Pittsburgh shall designate some one place in Pennsylvania, to be approved by the Commission, at which place such complete file shall be kept.

A notice, not smaller than eight by ten (8 x 10) inches and printed in large type, shall be provided by these carriers, and be posted and kept posted in a conspicuous place in the principal office or the above-mentioned designated office of the carrier. The notice shall read as follows:

.....COMPANY.

A COMPLETE PUBLIC FILE OF THE TARIFFS OF THE ABOVE-NAMED COMPANY IS MAINTAINED IN THIS OFFICE, AND MAY BE INSPECTED BY ANY PERSON UPON APPLICATION, AND WITHOUT THE ASSIGNMENT OF ANY REASON FOR SUCH DESIRE. A REPRESENTATIVE OF THE COMPANY WILL LEND ANY ASSISTANCE DESIRED IN SECURING INFORMATION FROM SUCH SCHEDULES.

Each of these carriers shall place in the hands and custody of its agent or other representative at every station, warehouse, or office at which passengers or freight are received for transportation, and at which a station agent or a freight agent or a ticket agent is employed, all of the rate and fare schedules which contain rates and fares applying from that station, or terminal or other charges applicable at that station, including the tariffs issued by such carrier or by its authorized agent and those in which it has concurred.

Such agent or representative shall be provided with facilities for keeping such file of tariffs in ready-reference order, and be required to keep said file in complete and readily accessible form and lend assistance to seekers for information therefrom, and to accord inquirers opportunity to examine any of the said tariffs, without requiring or requesting the inquirer to assign any reason for such desire, and with all the promptness possible and consistent with proper performance of the other duties devolving upon him.

Each of the carriers shall check up each station's or office's file of tariffs at least once in each six months. Each of these carriers shall also provide and cause to be posted and kept posted in two conspicuous places in every station, waiting room, warehouse, or office at which tariffs are so placed in custody of agent or other representative, notices not smaller than eight by ten (8 x 10) inches, printed in large type, and reading as follows:

.....COMPANY.

A COMPLETE PUBLIC FILE (OR FILES) OF THIS COMPANY'S  
TARIFFS IS (OR ARE) LOCATED AT.....IN  
THE CITY OF.....AND.....

THE RATE AND FARE SCHEDULES APPLYING FROM OR AT  
THIS STATION AND INDICES OF THIS COMPANY'S TARIFFS  
ARE ON FILE IN THIS OFFICE, AND MAY BE INSPECTED BY  
ANY PERSON UPON APPLICATION AND WITHOUT THE AS-  
SIGNMENT OF ANY REASON FOR SUCH DESIRE.

THE AGENT OR OTHER EMPLOYE ON DUTY IN THE OFFICE  
WILL LEND ANY ASSISTANCE DESIRED IN SECURING IN-  
FORMATION FROM SUCH SCHEDULES.

At exclusive freight stations or warehouses, and at exclusive passenger stations  
or offices, carriers may, under this order, place and keep on file only the freight  
or passenger tariffs, respectively, and in such cases the posted notices may be varied  
to read:

THE FREIGHT RATE (PASSENGER FARE) SCHEDULES AP-  
PLYING FROM OR AT (OR FROM) THIS STATION, AND INDEX  
OF THIS COMPANY'S FILE IN THIS OFFICE, etc.

Compliance with this Order is required not later than the fifteenth day of October,  
A. D. 1915.

THE PUBLIC SERVICE COMMISSION  
OF THE  
COMMONWEALTH OF PENNSYLVANIA.





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**SUPPLEMENT 10.**

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**BUREAU OF RATES AND TARIFFS.**

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**IN THE MATTER OF POSTING OF TARIFFS AND NOTICES DIRECT-  
ING ATTENTION THERETO IN THE OFFICES OF PUBLIC  
SERVICE COMPANIES OTHER THAN RAILROADS.**

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## TARIFF CIRCULAR NO. 4.

### POSTING OF TARIFFS AND NOTICES DIRECTING ATTENTION THERETO IN THE OFFICES OF PUBLIC SERVICE COMPANIES OTHER THAN RAILROADS.

ARTICLE I, Section 1 of the Public Service Company Law of the Commonwealth of Pennsylvania, approved July 26th, 1913, provides:

"The term 'Public Service Company,' when used in this act, includes all railroad corporations, canal corporations, street railway corporations, stage line corporations, express corporations, baggage transfer corporations, pipe line corporations, ferry corporations, common carriers, Pullman car corporations, dining car corporations, tunnel corporations, turnpike corporations, bridge corporations, wharf corporations, incline plane corporations, grain elevator corporations, telegraph corporations, telephone corporations, natural gas corporations, artificial gas corporations, electric corporations, water corporations, water-power corporations, heat corporations, refrigerating corporations, sewage corporations, doing business within this State, and also all persons engaged for profit in the same kind of business within this Commonwealth: \* \* \* \*

"The term 'Corporation,' as used in this act, shall be construed to include all bodies corporate, joint stock companies, or associations, domestic or foreign, their lessees, assignees, trustees, receivers, or other successors in interest, having any of the powers or privileges of corporations not possessed by individuals or partnerships, and shall not include municipal corporations, except as otherwise provided in this act. \* \* \* \*

"The term 'Person,' as used in this act means all individuals, partnerships or associations, other than corporations."

ARTICLE II, Section 1. It shall be the duty of every public service company—

- (d) "Whenever and in any form required by the commission to file with the commission tariffs and schedules, showing prices, charges, rates, fares, tolls, or other compensation asked, demanded, or received for any service rendered or furnished by said company, \* \* \* \*. It shall also be the duty of every public service company to post and publish such tariffs and schedules, \* \* \* \* in every office or station of said public service company open to the public, where payments are made by shippers, consumers, users or patrons, in such manner, form, and place in such office or station as to be readily accessible, and so that the said tariffs and schedules may be conveniently inspected by the public, and, similarly, in such other places as the commission may require. \* \* \* \*. Every public service company shall also file with, and as part of, such tariffs and schedules, and post as directed, all rules and regulations that in any manner affect the said prices, charges, rates, fares, tolls, or other compensation \* \* \* \*. Upon application, the commission may limit and restrict the number and character of such tariffs and schedules, and the number of offices or stations at which the same are required to be posted, as aforesaid.



- (c) "Where any public service company jointly acts or participates or connects with any other public service company in the performance of any service, to make and file with the Commission, when so required by it, and post and publish as hereinbefore provided, the tariffs or schedules of the joint rates, prices, charges, fares, or tolls adopted or in force between them (including, when directed, the rules and regulations, contracts and practices, affecting or relating to the same), \* \* \* \*

Provided, however, That the tariffs or schedules of such joint rates, prices, charges, fare or tolls need only be filed by one of the said public service companies. \* \* \* \*"

The following rules and regulations are hereby promulgated to govern PUBLIC SERVICE COMPANIES (hereinafter referred to as "companies") EXCEPT RAILROAD COMPANIES, which rules are provided in separate publication, in complying with the above provision of the Public Service Company Law:

Each of such companies shall provide and maintain at its principal office—if such principal office is in Pennsylvania—a complete file of the tariff publications which it issues or is a party to, which files will be in charge of an employe of the company, who shall give desired information and assistance to those who may wish to consult such file. This file of tariffs shall be open and accessible to the public on the ordinary business days and during the ordinary business hours of said office.

Each of such companies whose principal office is not in Pennsylvania shall designate some one place in Pennsylvania, to be approved by the Commission, at which place such complete file shall be kept.

A notice not smaller than eight by ten (8 x 10) inches and printed in large type, shall be provided by these companies and be posted and kept poted in a conspicuous place in the principal office or the above-mentioned designated office of the company. The notice shall read as follows:

.....COMPANY.

A COMPLETE PUBLIC FILE OF THE TARIFFS OF THE ABOVE-NAMED COMPANY IS MAINTAINED IN THIS OFFICE, AND MAY BE INSPECTED BY ANY PERSON UPON APPLICATION, AND WITHOUT THE ASSIGNMENT OF ANY REASON FOR SUCH DESIRE. A REPRESENTATIVE OF THE COMPANY WILL LEND ANY ASSISTANCE IN SECURING INFORMATION FROM SUCH TARIFFS.

Each of these companies shall place in the hands and custody of its agent or other representative in every office of said public service company open to the public where payments are made by consumers, users or patrons, all of the tariffs containing rates applying in the locality in which such office is situated. Where payments are made in offices other than those of public service companies, but in which are located persons authorized to receive such payments for account of public service companies, the requirements will be the same as for exclusive offices of public service companies.

Agents or representatives shall be provided with facilities for keeping such file of tariffs in ready-reference order, and be required to keep said file in complete and readily accessible form, and lend assistance to seekers for information therefrom, and to accord inquirers opportunity to examine any of said tariffs, without requiring or requesting the inquirer to assign any reason for such desire, and with all the promptness possible and consistent with proper performance of the other duties devolving upon him.

Each of these companies shall require its representative to check up each station's of office's file of tariffs at least once in each six months. Each of these companies shall also provide and cause to be posted and kept posted in a conspicuous place in every station, waiting room, warehouse or office at which tariffs are so placed in custody of agent or other representative, notices not smaller than eight by ten (8 x 10) inches, printed in large type, and reading as follows:

.....COMPANY.

A COMPLETE PUBLIC FILE OF THIS COMPANY'S TARIFFS  
IS LOCATED AT.....IN THE CITY OF.....

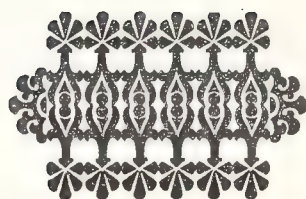
THE TARIFF (TARIFFS) OF THE ABOVE-MENTIONED COM-  
PANY IS (ARE) ON FILE IN THIS OFFICE, AND MAY BE IN-  
SPECTED BY ANY PERSON UPON APPLICATION, AND WITH-  
OUT THE ASSIGNMENT OF ANY REASON THEREFOR.

A REPRESENTATIVE OF THE COMPANY IN THIS OFFICE  
WILL LEND ANY ASSISTANCE NECESSARY IN SECURING  
INFORMATION FROM SUCH TARIFFS.

Each street railway company must provide at each station, warehouse, or office at which passengers or freight are received for transportation, and at which a station agent or freight agent or ticket agent is employed, all of the rate and fare schedules which contain rates and fares applying from that station, or terminal or other charges applicable at that station, including the tariffs issued by such carrier or by its authorized agent, and in which it has concurred.

Compliance with this order is required not later than the fifteenth day of October, A. D. 1915.

THE PUBLIC SERVICE COMMISSION  
OF THE  
COMMONWEALTH OF PENNSYLVANIA.



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## COMMISSIONERS

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- (1) SAMUEL W. PENNYPACKER,
  - (2) JOHN S. RILLING,
  - (3) WILLIAM A. MAGEE,  
MILTON J. BRECHT,
  - (4) JOHN MONAGHAN,
  - (5) (*Vacancy*),
  - (6) WILLIAM D. B. AINEY, *Chairman*.
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*General Counsel,*  
FRANCIS SHUNK BROWN.  
*Attorney General of Penn'a., Ex-Officio.*

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*Counsel,*  
WILLIAM N. TRINKLE.

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*Assistant Counsel,*  
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*Secretary,*  
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*Investigator of Accidents,*  
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*Marshal,*  
GEORGE A. WOOD.

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*Bureau of Engineering,*  
F. HERBERT SNOW, *Chief*.

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*Bureau of Rates and Tariffs,*  
GEORGE P. WILSON, *Chief*.

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*Bureau of Accounts and Statistics,*  
COLEMAN J. JOYCE, *Chief*.

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†(1) *Chairman to May 20, 1915.*

(2) *Succeeded S. LaRue Tone on May 20, 1915.*

(3) *Succeeded Emory R. Johnson on May 20, 1915.*

(4) *Succeeded Charles F. Wright on May 20, 1915.*

(5) *Frank M. Wallace was succeeded on May 20, 1915, by Edgar R. Kiess who did not qualify*

(6) *Succeeded Walter H. Gaither on May 20, 1915.*





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